INSIDE TRACK

MARKET STREET
San Francisco, California
(SEE PAGE 7)

BYLLESBY
MARKET STREET RAILWAY CO.
PIONEERS IN PUBLIC SERVICE

AUGUST 1934

VOLUME 13 NUMBER 8

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 13 AUGUST, 1934 No. 8

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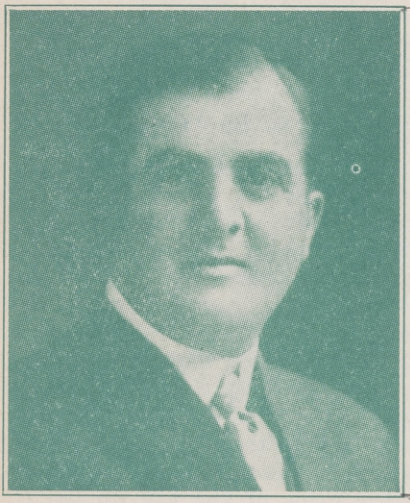
"A Gray Day" ..... Inside Back Cover

Way Back When!

The pictures on this page are reproductions of photographs published a long time ago in the magazine called The Carman. They were used as cover pictures during 1917 and 1918, and were captioned as quotations show.



"J. M. Yount, Master Mechanic."
Mr. Yount is now Vice-President in Charge of Equipment and Maintenance.

"B. P. Legare, Engineer, Maintenance of Way and Construction."
Holds same position today.

"P. C. Paddock, in charge of Purchasing and Store Keepers' Departments."
Now Purchasing Agent.

"E. L. Byington, Chief Inspector."
Now Special Representative.

Anniversary

AUGUST, 1873—AUGUST, 1934

It was August 1st, 1873—sixty-one years ago—that the dream of one Andrew S. Hallidie came true when he demonstrated to a doubting and incredulous populace that passenger-carrying cars could be operated successfully over the steep hills bordering the down-town section of San Francisco. We think the following reprint from the Mining and Scientific Press of September 3, 1881, is of sufficient interest on this birthday to warrant the space. Here it is:

CROWDS CHEER CITY'S FIRST CABLE CAR

Ground was broken and the work of construction begun on San Francisco's first cable road in June 1873, under the supervision of Mr. Andrew Hallidie. And on the first day of August, the same year, a trial trip was made about four o'clock in the morning, as the terms of the franchise required the cars to be run by that day.

It was a gray morning, and the fogs were hanging around on the hills, the ground being slippery from the moisture. The engine was started, and the rope, which was 7,000 feet long, moved through its long tube under the surface of the street quietly and satisfactorily. The dummy containing the gripper was brought to the brow of the hill looking over the bay, and the grip lowered into the tube containing the moving rope. Long ropes were attached to the frame of the dummy, which was lowered a few feet over the brow of the hill, to see if it could be stopped on the steep incline in the event of the grip losing its hold on the cable. The hill looked very steep that morning, and there was no wagon in the street to run into, and no person visible who could be run over, and through the misty morning the foot of the hill seemed to rest in the waters of the bay.

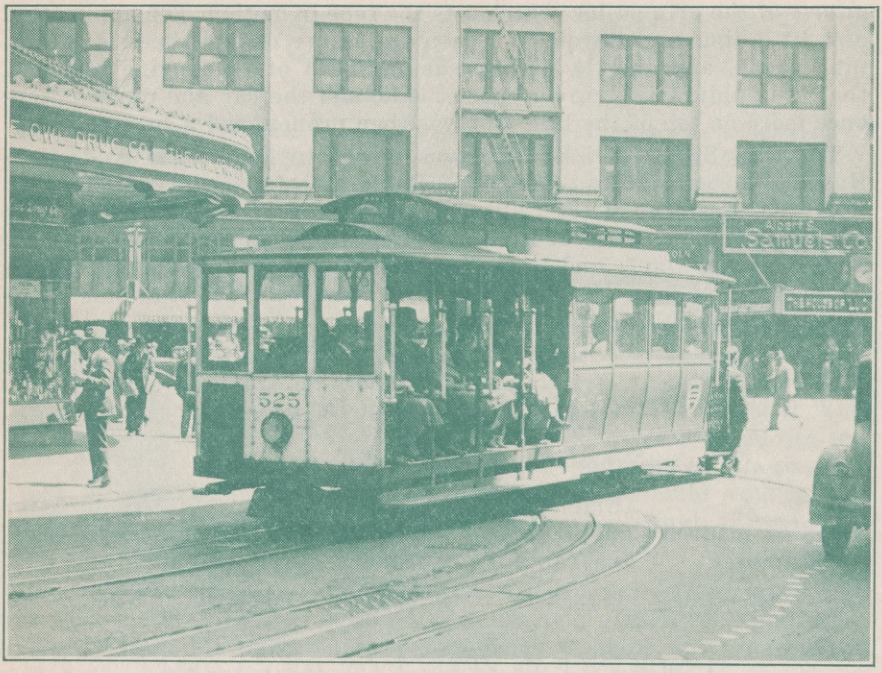
The man detailed to take the dummy down the hill turned pale and succumbed to the prospect of possible disaster. Seeing the man's fear, Mr. Hallidie took charge of the dummy, and fastening the grip upon the rope in the tube went over the brow of the hill, and with Messrs. Joseph Britton, Henry L. Davis and six of the employees, reached the bottom of the hill in safety, having tried the grip in several ways on the way down, stopping at the crossings, starting up, pushing the dummy against the direction of the moving cable, dropping the cable, picking it up again and so forth.

At the bottom of the hill the dummy was reversed and the grip again made fast to the cable, and away the car went up the steep hill.

By this time some of the residents had been aroused from their sleep, and one man appearing at the window in a red night cap enthusiastically cheered and threw to the company on the dummy a bunch of flowers.

At length the top of the hill was reached, and the company broke into cheers and expressed strong confidence in the success of the invention.

In the afternoon with a car attached, about 3 o'clock, the public were invited to take the trip. The trip down was made all right and without interruption; but the crowd was so enormous that the workmen could not do their duty, nor could the police keep the crowd back. Everybody



Powell Street Cable Car, Today

seemed pleased at the success and was over-anxious to help; consequently, in turning the dummy it was turned with such a will that the grip was disarranged, and the workmen had to be sent into the pit, under the surface of the street, to replace some of the disturbed parts.

This necessarily took some twenty minutes, and during this time the crowd increased in volume and excitement, making all kinds of remarks, but generally deploring what they believed to be the failure of the experiment, as the car and dummy did not start as soon as was expected. It was the intention to take the car up empty and to permit three or four of the public to stand on the dummy; but the desire of the people to ride was so great that the doors were forced open and the car was crowded far beyond its capacity. In like manner people clung on the dummy, so that about sixty persons managed to get a free ride at their own risk; and when the car started and moved about twenty feet, cheer after cheer rang through the air, and the surging crowd ran up Clay Street, keeping pace as well as it could with the progress of the car.

About half way up the hill there was a sudden change of grade. Here the car and dummy wavered and finally stopped on the steep hill. The people tumbled out, and determined that they should not stop there, gave the car a push and set it moving up the hill.

Meanwhile, Mr. Hallidie suspected what the trouble was, jumped into a wagon which Frank Edwards had there, and running into the engine room, found that the rope, being freshly tarred, was slipping in the

groove of the grip pulley, which sets the rope in motion. The application of a little lime and sawdust and some pressure on the rope set it running again, and shortly the increasing speed of the engine told him that the public trial trip had been made, and the car and dummy were once more on top of the hill, and was then pronounced a success.

The Clay Street Hill Railway was owned by four men: Andrew S. Hallidie, Joseph Britton, Henry L. Davis and James K. Moffitt. Hallidie was president of the California Wire Works; Joseph Britton was of the well known firm of Britton & Rey, lithographers and map makers; Henry L. Davis had been sheriff of the City and County of San Francisco, and James K. Moffitt was of the well-known wholesale paper house of Blake, Moffitt & Towne.

Life Insurance Data

From June 1, 1934 to July 1, 1934

Name of Insured Employee	Employe Contributory Insurance	Company Free Insurance	Name of Beneficiary and Relation
Russell G. Weed	$2,000	$1,500	Charlotte L. Weed, Wife

INSURANCE IN EFFECT ON JULY 1, 1934

	Number of Employes	Amount of Insurance
Free Insurance	2,631	$3,687,750
Contributory Insurance	2,110	3,326,000
Total Insurance in Effect		$7,013,750

Commendations

JULY, 1934

Division	First Half	July	Total To Date
McAllister	18	4	22
Twenty-fourth	16	3	19
Twenty-eighth	27	3	30
Sutro	15	2	17
Turk and Fillmore	7	1	8
Oak and Broderick	17	1	18
Geneva	21	1	22
Third	1	0	1
Washington and Mason	6	0	6
Totals	128	15	143

LOW MONTH

July is the lowest month for commendations received since the first of this year. Average for the first six months is slightly more than 22 commendations per month. Only two divisions failed to receive a single letter of thanks or praise.

Co-operation for All

By W. B. FARLOW.

(EDITOR'S NOTE—*A member of the Engineering Department tells us all what's what when it comes to making money for ourselves under the profit-sharing agreements. This is the fourth and last of a series of articles on this subject.*)

GENERAL OFFICES—OTHER DEPARTMENTS

Now, you of the General offices and other co-workers not already mentioned, what have you done to help this good cause along? Are you always in as great a rush to start the day as you are to finish it? We doubt it. Yet, you all have an opportunity to do your bit. You are the ones who see first-hand what the faults or mis-steps of others have cost the company and no doubt wonder why something is not done about it, although in many instances you travel along in the same rut day after day.

It is not our intention to point out what shortcomings you may have, but we are asking you to take stock of yourselves and correct any faults you may find. We have many opportunities to bring forth new ideas which will be beneficial to our entire system, so let's be up and doing for better profits in the future.

An organization such as ours can be likened unto a large gear wheel, each employe represented by a tooth of the gear. Now, everything runs smoothly until something happens to one of the teeth, then the trouble starts. Let each and everyone promise himself that he will not be the tooth to fail.

Our organization is the best there is. Our officers have done, and are doing, everything possible to improve conditions of each and everyone of us. It is well to bear in mind all the events that have transpired since the year 1929. Do any of you know of an organization whose men have received better treatment? Now is a good time to show our appreciation and put our shoulders to the wheel and work as one man for the good of all. Then, and then only, will we realize how easy it is to reap the benefits of true cooperation.

If this has stepped on any toes (and I suppose it has) nothing of the sort was intended. My advice is to get a shine and start anew—you pay for the shine.

NOTE: *Now that this series of articles is complete, we suggest that you get out the May, June and July issues of Inside Track and read through all four, as one article. You will get a better message, one connecting each branch or department into one combined unit, with one purpose, that of serving the public to the best of our ability.*

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER DAVE REFATTI	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE R. L. EMERSON	TRUSTEES D. S. FLOWERS
SR. VICE COMMANDER R. A. LYONS	ADJUTANT RALPH STRAWN		OFFICER OF THE DAY J. E. McDEVITT	E. H. JEWELL
JR. VICE COMMANDER _____	CHAPLAIN J. A. STRELESKY		SURGEON J. E. LEWIS	LOUIS PATTERSON

The City of Louisville invites you to the 35th National Encampment of the Veterans of Foreign Wars of the United States, during the week of September 30th to October 5th. The Veterans guarantee a reunion which promises to surpass in thrills, entertainment and excitement, any convention this organization has held.

Registration headquarters will open in the Crystal Ballroom of the Brown Hotel on Saturday, September 29th and on Sunday evening the annual memorial services will be held in Louisville's famous War Memorial Auditorium. The acoustics in this auditorium are so perfect that no loud speaking system is required.

The region around Louisville is steeped in historic lore and the countryside is at its prettiest at this particular time of the year.

Churchill Downs, scene of the famous annual Kentucky Derby, is a place that most people have only seen through the eyes of the newsreel cameras. Visitors to the Encampment will have the thrill of visiting this famous track and may see a special event to be known as the "V.F.W. Handicap."

All band, drum and bugle corps contests and drill team competitions will be held in the Jefferson County Armory, one of the largest armories in the country. In this structure will be held the grand military ball, on Thursday night, October 4th.

Be sure and attend our meetings, 2nd and 4th Friday night of each month—August 24th and September 14th.

EMPLOYE'S EXCHANGE COLUMN

Last month we started an Employe's Exchange Column on Page 48. This was the result of many requests from employes all over the system. It is yours, to advertise your wants, exchanges and for sale or rent items. All ads should be sent in by the 5th of the month to insure their being included in The Inside Track for that month.

Items of Interest

Market Street

On the Cover

Market Street, the picture on the cover of this issue, is one of the world's most famed thoroughfares. To see or know Market Street is to see and know San Francisco. Its very activity reflects all the activities of the many varied interests and activities that go to make up the City.

Beginning at the Ferry Building, Market Street points directly to the majestic heights of Twin Peaks and throbs with very phase of life. First we have the traveler, the small shopkeeper, the retailer, the wholesaler, the department stores, theatres, cafes, automobile industries, manufacturing and residents. All the travel agencies, brokers, and insurance agencies, real-estate, rental departments, doctors—in fact, every known trade and industry, is represented along Market Street.

The earliest maps published show the name Market Street unchanged through the history of the city. When, in 1848, 820 inhabitants lived in San Francisco, Market Street Wharf was the main landing place for sailing vessels and clipper ships. By the year 1850, the population had increased to over 20,000 residents, and the miners and pioneers entered California gold fields through Market Street. It was a natural dividing line for the early settlers, and class distinction had its most definite line along that street. Lots north of this line were easily obtained for $16.00 each, while south of this line they were hard to get for $26.00 each.

* * *

Freight cars with knee action and elliptical springs have been introduced on the Pennsylvania lines to decrease the damage to freight shipments.

* * *

America spends about $1,500,000,000 a year to care for about 300,000 criminals and only $1,700,000,000 a year to educate 26,000,000 children.

REWARD $5.00

Lost or stolen badges are worth $5.00 each to the employee recovering them, when turned into the office at Room 719. Following is a complete list of badges which are subject to the above reward:

Motormen

28	872	1298	1554	1942
76	878	1300	1588	1970
96	1162	1312	1690	1976
130	1176	1368	1694	2058
534	1232	1502	1776	2222
600	1282	1504	1886	2234
				2762

Conductors

47	549	1219	1797	2149
75	551	1291	1885	2329
101	909	1387	1895	2555
195	1065	1397	1905	2559
235	1077	1495	1923	2005
		1629		

Inspectors

24 65 75

This list is brought up to date each month and may be the means of your making some easy money.

DO YOU?

A woodpecker pecks
Out a great many specks
Of sawdust
When building a hut.

He works like a nigger
To make the hole bigger—
He's sore if
His cutter won't cut.

He won't bother with plans
Of cheap artisans,
But there's one thing
Can rightly be said:

The whole excavation
Has this explanation—
He builds it
By
Using
His
Head.

$5.00—SUGGESTIONS—$5.00

In spite of the multiplicity of activities in the Street Railway business, poster suggestions hold first place in number of suggestions adopted. During July, eight poster suggestions were used and awarded the usual five dollars each. Nearly every generation has produced a seer who has said that everything worth while has already been invented, and we have lived to see changes and improvements multiplied with the progress of the human race. It may be that little thing to you which will prove itself most valuable when submitted as a suggestion. Try it some time—you may be pleasantly surprised.

SUGGESTIONS IN EFFECT SINCE LAST ISSUE

No. 4326—Mitchel Coffey, Conductor, Oak and Broderick Division. Poster: "View the G. G. Bridge Job—Line 2."

No. 4316—Robert Linehan, Conductor, Washington & Mason Div. Poster: "Two swim pools—Fleishhacker—Line 12; Sutro—Line 2."

No. 4325—Robert Linehan, Conductor, Washington & Mason Division, Poster: "Legionnaires, we salute you! Long may you live!"

No. 4314 — M. Marks, Conductor, Sutro Division. Poster: "A new 'tropical beach'—Sutro Baths, No. 2 Line."

No. 4318—M. Marks, Conductor, Sutro Division. Poster: "The new fishing wharf is at north end No. 19 Line."

No. 4321—Miss Rose Mays, Stenographer, Service Department. Poster: "This company pays taxes amounting to $1,397.41 per day."

No. 4327—Miss Emily Selaya, Stenographer, Commercial Dept. Poster: "House hunting?—A big help—Sunday Pass—20c Covers the city."

No. 4320—J. F. Willwerth, Motorman, 28th Street Division. Poster: "To the Symphony—Civic Auditorium. Cars 5, 6, 7, 8, 9, 19, 17, 21."

YE EDITOR AND SCRIBE

"Now why the dickens didn't the editor publish what I sent him?" Isn't that a perfectly natural question to ask after looking over your copy and finding it somewhat depleted? You know, how the editor sometimes revamps by cutting out this word and that word in order to make it fit into the right space. (And by heeding the censor, as well.)

Well, it isn't the intention of the editor to overlook anything that will be of special interest to our readers, so if you have anything to submit that will be sure to please, don't hesitate to send it in. And you will be giving the editor a break by your contribution which will help him to take up the slack, as it were.

Don't overlook anything with a touch of good fellowship, a spirit of good humor, or a source of human interest. There must be some little anecdote that you've enjoyed which will be appreciated, too, by others so, get out the old pencil and pad and jot down those notes you've been accumulating in your memory chest and let's have the benefit of them.

Some of the departments have cooperated 100 per cent in furnishing news data, but others are found completely wanting in making up their news quota. Wonder where "Seeing All Sam" has been hiding out these many months (or is it years?). We used to derive so much pleasure from reading his fine column.

Now here's one on the editor. Just what would be your reaction to this? After having selected, measured and photographed a picture of the bay bridge for the magazine cover, when it was delivered it was found that the caption had lost its original complexion and had taken on a comic expression. So there!

Persuasive Go-Gebtor

A merchant, addressing a debtor,
Remarked, in the course of his lebtor,
That he chose to suppose
A man knose what he ose
And the sooner he pays it the bebtor.

LET US BE KIND!

Wouldn't this be a nice world if people made only kindly speeches to one another instead of indulging in ill-tempered remarks and mean criticism?

Even the bravest of us, the most self-reliant, the ones of us who are most liberally endowed with common sense, have our moments of yearnings for sympathy, the periods when we want some one to tell us that we are just the nicest creatures that ever happened.

Of course, we won't believe it, any of us, but it makes us feel good just the same, and it helps us to work a little harder, and to be a little more diligent, and to postpone for a little longer the day that just seems to end everything.

Families often indulge in unkindly criticism of one another. Kind remarks are as unheard of in some as two Sundays in a week, and natures that would blossom into new beauties and broader development under the influence of praise, are starved and dwarfed and stunted for its lack.

A pleasant feeling for yourself helps you to get through your given work more easily; things glide along on wheels devoid of friction, the duties that looked mountain high dwindle down to hill-like proportions, and all because some one has been nice enough to say a word that made you feel at peace with the world and yourself.

What does it matter if some one accuses us of "jollying"? We are big and strong and can stand having that said to us when we know that we are infusing a little cheer and gladness into some one's life.

So let us from now on, as James Whitcomb Riley says in his familiar poem, "Just be kind."

From 40 to 45 per cent of all persons killed and injured in automobile accidents are pedestrians.

ANCIENT RITES AT WEDDING

(*From Call-Bulletin, July* 30, 1934)

A marriage ceremony whose rituals are as old as the czars' regime in Russia today had joined a local Russian couple.

The wedding, with the religious aspect of old Russia before the revolution, joined Miss Alla Madison and Andrew Andreevich Parin, members of the Russian colony here.

But the apparel worn by the bride and groom was strictly twentieth century at the marriage rites held in the Russian Trinity Cathedral.

Conventional western white satin with a long tulle veil was the dress of the bride, while the groom wore the latest in tuxedos.

Regulations of the Greek Orthodox Church governed the ceremony, which was performed by the Rev. Prosor.

"Andy," as he is affectionately called in the Holbrook Building, is an elevator operator. He is an accomplished student of the San Francisco Opera and Ballet School, and has appeared in several of the Opera productions.

Selections by R. E. Briggs, 28th Street.

The best test of truth is the power of thought to get itself accepted in the open market.

* * *

If I had the power to alter men,
And make them what they ought to be,
I'd start first on myself and then, perhaps
There'd be no more work to do, for me.

* * *

The foundation of our nation is the value of individual men.

* * *

Pity the man who recognizes nothing god-like in his own character.

* * *

If flowers grow in our own back yard, we need not look for them in our neighbor's garden.

PORT BIRTHDAY IS CELEBRATED

Ayala Casts Anchor of First Ship In Bay 159 Years Ago

(*Reprint from the San Francisco News of Aug. 5, 1934*)

The first ship from outer civilization cast anchor in San Francisco bay 159 years ago.

The historic anniversary passed yesterday.

It was on Aug. 5, 1775, that Lieut. Juan Manuel Ayala sailed the San Carlos through the Golden Gate and cast the first anchor in the bay.

Six years before Don Caspar de Portola and his little band of adventurers were first explorers to glimpse the bay from nearby hills on the south.

More than a century before, in 1603, Vizcaino visited what is now the gulf of the Farallones and mapped it as Bahia de Puerto de San Francisco—the first time the name of San Francisco appeared on record in connection with the vicinity of San Francisco.

The Chamber of Commerce recalled today that 67 years after the first ship came into the bay, California was ceded to the United States by Mexico and in that year of 1848 San Francisco had 820 population, 200 houses, one school, one newspaper and two wharves.

Crewsified

Electrical and railway terms are mystifying to the ordinary man or woman to say the least, but one western youngster has developed additions to the already long list.

It happened that one of the cars had stopped at the car house to change crews. The youngster, who had watched the motorman pick up his controller and air handles and leave the car, remarked to her mother, "Mamma, here is where they crucify." "Crucify," repeated the mother, "why, dear, that is not what you mean. You are thinking of electrify, aren't you?"

"No, mamma, I know what I mean, I mean crucify. Watch the men on this car get off and new men get on. When the car gets a new crew, isn't it crewsified?"

The mother's reply was lost in the outburst which followed the explanation.

Stamp Club

We wonder if Daddy Helms could throw some light on the budding genius of his young heir as a future "philatelist." It's a deuce of a word for a future, but translated is just a stamp collector.

Junior Helms, we understand, has started a stamp collection all his own, with the help, no doubt, of his daddy, who is an enthusiastic philatelist himself.

Now, what we would like to know is, if Junior Helms receives his stamps from the cupboard, if Daddy Helms puts them there.

Sad Case

"So you retained your composure when the installment men came."

"Yes, but everything went back before my eyes!"

Foresight

A man who believes in looking ahead and preparing for the future says that if you have a baby girl you should begin putting aside money now to support your future son-in-law.—Portland Journal.

The New Car

Father: "How many miles to a gallon?"

Mother: "What color is the upholstering?"

Son: "How fast will she go?"

Daughter: "Has it a nice-sounding horn?"

Neighbors: "How can they afford it?"—Railroad Trainman.

Franklin and Books

Benjamin Franklin has often been called the "father of the circulating library."

GOT ANY CHURCHES?

(By Clara Holzmark Wolfe)

On my way to the Ferry Building on a No. 5 car, an elderly man got on at Fillmore street and took the only available seat beside me. He dropped his cane, it fell near me. I picked it up and handed it to him.

"Thankee, lady." A few minutes' silence and then: "Mighty fine city you all got out here."

"Yes, I think so."

"What you call this place?—what's them buildings?"

"Civic Center."

"Civic Center?" he repeated.

"Yes—that building is our City Hall. There is the State building, our Auditorium is over there. Here is our main Library and—and"

"Where is your churches? I hain't seen any churches since I struck town. Got any churches?"

"Yes, we are coming to one now. Here, here is the Methodist church."

"That big building?"

"Yes, the church part is on the ground floor, the rest of the building is an hotel."

"Looks no more like a church than a church the Baptist women built mor'n 50 years ago in a little town—Goldsboro, N.C."

"Tell me about it."

"Well, it took them women twenty-five years to raise enough money to build it, and when they began to build every woman in the town had a different idea—a different plan of her own; and the only way to have peace was to have the plan drawn up according to their ideas, and when that church was completed it was the craziest looking church you ever saw. From steeple to door post and steps it represented every style of architecture. If it had been built during the time of Ivan The Terrible he would have had the architect's eyes burned out so he couldn't see to build another like it. Every now and then some one would ask what special type the building represented and be told Queen Anne, of course. It takes the women folks to do funny things—but when it comes to making apple pie and baking salt-rising bread—gosh, you can't beat 'em. Well, here's where I get off—so long."

—Wasp News-Letter, S.F.

TOKIO TRAFFIC LAWS

Traffic regulations posted in the Tokio Central Police Station are as follows:

1. At the rise of the hand policeman stop rapidly.
2. Do not pass him by, or otherwise disrespect him.
3. When a passenger of the foot hove in sight tootle the horn at him, melodiously at first, but if he still obstacles your passage, tootle him with vigor and express by word of mouth the warning "Hi! Hi!"
4. Beware the wandering horse that he shall not take fright as you pass him by; go soothingly by.
5. Give big space to the festive dog that shall sport in the roadway.
6. Go soothingly in the grease mud, as there lurks the skid demon.
7. Avoid entanglement of dog with your wheel spokes.
8. Press the brakes of the foot as you roll round the corner to save collapse and tie-up.

—The Royal Bank Magazine.

And He Was

The bus-driver was obliged to pull up very suddenly at the street-crossing, and in doing so grazed the side of a taxi. The taxi-man turned on the bus-driver and gave vent to a volume of vituperation and abuse, and, as the busman sat smiling and unresponsive, kept it up until he was exhausted and could say no more. Then the bus-driver, smiling, retorted: "I thought you'd be cross." — Cleveland Plain Dealer.

During 1917, every 14 persons over 13 years of age carried one public official, while today there is one for every six people over 13.

Department Doings

Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON

Vacations are in full force this month, and already Mr. Hickey, foreman of the Paint Shop, and Mr. Thomas, foreman of the Car Building Shop, are spending two weeks on the Russian River.

Mr. McCormick has forsaken the Russian River this year, the first time in many years, and is spending his two weeks on "God's Little Acre" in Los Gatos, and I don't think he will lay around getting a nice sun tan, for he is putting up a little house on this land, so that the McCormick family, the "pooch" included, will have a place to go on their weekends. We all hope to attend the christening when the house is completed.

Mr. Haug returned from his vacation on the 14th of July and informed those interested that he also has a summer home in Felton, which is near Santa Cruz, so on Saturdays another little Ford will be wending its way down the highway.

Next week Mr. Miller is contemplating spending two weeks somewhere in the country; he has not quite made up his mind where, but what's the difference as long as it is a place where you can lay around and rusticate.

Mr. Purdy of the Electric Shop was taken ill the other day, and I believe will be home for quite some time. A visit will be appreciated, I know, by him.

It is several months since anything was put in the magazine about our aviary, so thought I would inform the reading public that it is still in existence, and since the last writing our family has increased materially. We now have seven canaries, two linnets, six love birds, one finch, six doves, two ducks, and two chickens. The ducks are nearly full grown and getting some very pretty feathers; the chickens are rather small, but they never will be very large, for they are bantams. Our aviary is quite popular, for not only those working here are interested in it, but many outsiders pay the place a visit when they call out here.

Here is one from the application desk regarding the newly-married housekeeper. It seems she was arranging for gas and electric service and inquired concerning the rates. Upon learning these, she turned on her best smile and asked:

"Oh, but can't you let me have it cheaper than that?"

The "Man Behind the Counter" was stricken, but recovered quickly and replied politely:

"We have only the one rate for each service, Madam, and it is the same for everyone."

"But I think it should be cheaper for me," she insisted.

"May I ask why you think so, Madam?"

"Well, we are going to buy all our gas and electricity from you," she chirruped sweetly.

At one time a Boston (Mass.) ordinance stated that it was an offense to use a bathtub without the advice of a medical authority.

Mr. Alec Stephens, who resigned from the service in 1928, passed away back East, suffering from pneumonia. Mr. Stevens worked for this company back in 1894 as a motorman, and above is a picture of him standing in front of an old S.F. & S.M. Ry. Co. car at San Jose Avenue and 30th Street. Later on he was transferred to this department and worked as a repairman in the overhauling shop, and then was a motorman transferring cars from the shops to the various car houses. Those who know Mr. Stevens will regret his passing.

Pull-In Record

Car House	July 1934	June 1934	Rank in June
Haight Street	137,949	31,493	3
Third Street	26,443	42,042	2
28th Street	16,351	13,919	4
Oak and Broderick	12,290	53,625	1
24th Street	11,662	9,445	7
Turk and Fillmore	9,860	4,574	9
McAllister	8,569	11,683	5
Sutro	7,135	9,662	6
Geneva	4,702	5,320	8
Average	9,708	9,447	

SHAKE-UP

More changes took place in the standings of car-houses this month than for a long time. There is no reason for this, as the average remains about the same. Third Street is the only one to hold the same place as last month.

Byllesby's Busy Bees

For General Office Employees

An announcement is hereby made of the return of "Byllesby's Busy Bees" from a "vacation" last month. Because of their absence no news was given from members of the General Office, but it is hoped that each department will contribute its share toward the column again as generously as before. You know what a demand there used to be for "extras" when the magazine came out on the fifteenth of the month. Let's make it popular again by just a little cooperation from each and everyone of the members. And all our wishes will be respected at all times.—Editor.

Some one of our male inquirers has been asking this question: "Who is the lady in the Telephone Room that now carries the sweet title of 'Peaches'?"

And the following notice was received for publication: "Please take heed that Room 701 (the newly painted office with the popular Byllesby colors which, by the way, now boasts an additional desk and chair which was loaned our pleasing mailman) is not a Russian tea room, despite the green furniture and the sign that some practical joke loving person hung up during the recent business lapse.

If you could have seen all the "lunch rooms" that were established here and there in all the company's offices during the recent "shutdown", you would have been amazed. (How necessary it was to bring your own lunch if you wanted to eat, since all the restaurants were closed—the proprietors have "gone fishing.")

An old standby—Gene Byington—has been transferred to Room 707 after his sojourn at Room 709 where we previously made his acquaintance. Gene was formerly Chief Inspector at Ferry Terminals, and still retains many mementoes in the way of first-class photographs of the old guard. We'll be seeing some of these old-time pictures at his new headquarters. Gene, as you all know, is Special Representative for the company.

Miss Emily Selaya took a trip to Southern California for a happy holiday. She intended taking life easy for a two week sojourn in tropical California.

Bill Winning, that genial clerk of the Engineering Department, is back in the office after a pleasant vacation which he and Mrs. Winning spent up at Lake Tahoe.

A flying trip to San Francisco was recently made by T. E. Mays of Hollister to visit with his sister, Rose Mays. They arranged for a little luncheon together and had a very enjoyable visit. It isn't often that Rose's brother gets up this way, being very busy at the ranch. Those apricots from the ranch were certainly good, too.

Have you noticed the extra "zip" that Mill Valley air puts in George Mesher? How's about it, George? And Edna Mesher seems to have become a confirmed commuter, anyhow for the summer months.

Patrick Kiely, track foreman, Engineering Department, who held the long-time and enviable record of forty years of service with the company, passed away at the home of his niece in Watsonville, California, on Monday, July 16, 1934. May we take this means of expressing the heartfelt sympathy of the company members to the bereaved family in the loss of their loved one.

Charlie Lang, of the Engineering department returned from vacationing at points north, with a heavy coat of tan and ready for another struggle with his favorites, Gilletts No. 303 and Higgins' best.

* * *

A very happy person, indeed, was Earl Ryan on Wednesday, July 25th, when he went to the depot to meet his wife and family who had just got back from Santa Rosa after visiting there for ten days. Earl, Junior,—now a year old—was so happy to see his Dad, that he made one grab for his neck when his father went to pick him up.

* * *

Recollections of an "Old Timer"

It was no uncommon thing in the old days for the power to be "off," and crews would turn the light-switches on so that lamps lighting up would warn them when power came on again. One passenger, seeing conductor do this on an inbound car on Lincoln Way, naively asked, "Do you get more power when you turn that switch on?"

* * *

A ferry-bound car came to a stop and did not proceed. After a short wait, out burst an irate passenger and asked the motorman: "Why don't you go ahead?" Swedish motorman replied: "No yuse." Indignant passenger: "What do you mean, 'No use'—I want to catch a boat." Again the motorman replied: "No yuse." Passenger: (dash-blank-etc.) I'll leave you to puzzle that one out.

* * *

A pair of gloves dropped in the street car on which she was riding home in the evening were recovered the next morning when one of our associates called at the Lost Property Department to make inquiry about them. In this case, the conductor who turned in the lost article was Mr. Strathearn on the Powell Street line, to whom recipient who obtained her gloves expresses a sincere "thank you."

DON'T QUIT

When things go wrong, as they sometimes will,
When the road you're trudging seems all up-hill,
When the funds are low and the debts are high,
And you want to smile, but you have to sigh,
When care is pressing you down a bit,
Rest, if you must — but don't you quit.
Life is queer with its twists and turns,
As everyone of us sometimes learns,
And many a failure turns about
When he might have won had he stuck it out;
Don't give up, though the pace seems slow—
You may succeed with another blow.
Success is failure turned inside out—
The silver tint of the clouds of doubt.
And you never can tell how close you are
It may be near when it seems far;
So stick to the fight when you're hardest hit—
It's when things seem worst that you musn't quit.

* * *

"Nothing in the world can take the place of persistence. Talent will not; nothing is more common than unsuccessful men with talent. Genius will not; unrewarded genius is almost a proverb. Education will not; the world is full of educated derelicts. Persistence and determination alone are omnipotent. The slogan 'Press On,' has solved and always will solve the problem of the human race." — Calvin Coolidge.

* * *

Herman Warnke, of the Commercial Department, is cooling off in the mountain breezes of Camp Mather. Hikes, lounging, parties, and what have you, demanding his attention in place of posters, complaints, clippings, etc.

OAK AND BRODERICK KIDDIES

Sylvia 8-Months
Daughter of
Mot. F. Langer

Betty 3-Years
Lauretta 2-Years
Daughters of
Con. W.C. Mill

Alyce 3-Months
Daughter of
Conductor J.C. Gray

Raymond 2-Years
Betty Jo 1-Year
William 4-Years
Children of
Motorman R. Reeves

Audrey 12-Years
Daughter of
Mot. A.G. Crutchley

James 2-Years
Son of
Jan. J. Neubert

Albert 2-Months
Son of
Mot. P.B. Mason

• As Others See Us •

Patron Pleased at Prompt Return of Excess Fare by Conductor A. Youngberg

Gentlemen:

I wish to report a nice gesture on the part of Conductor 1163, McAllister Line.

Today I boarded his car at the Flood Building and by mistake dropped a quarter instead of a nickel in the fare box. I was not conscious of having done this and was quite surprised when he came to me and notified me of my mistake, giving me my change.

As we are all prone to voice complaints, I believe you should be told of nice deeds as well.

With best wishes for your corporation and commendations for your platform men, who are courteous, I am

Yours very truly,
Mrs. L. R. Levy,
524 Gough Street.

* * *

Lady Thanks Conductor W. Schaefer for Finding Lost Package

Gentlemen:

I wish to thank the conductor on the Number 10 or 26 car line for returning the package I lost Saturday, May 5th, at 5:10 p.m.

Gratefully yours,
Margaret M. Mooney,
538 Chenery Street.

* * *

Motorman J. J. Mitchell Saves Patron's Time by Holding Car

Miss Martha Bergh, 1082 Post Street, called at the office today and commended Motorman 2008, car 782, of the No. 19 Line for special courtesy.

This motorman held the car for Miss Bergh at Post and Larkin streets at about seven o'clock one morning, which was greatly appreciated by her.

Commercial Department.

* * *

Conductor R. G. Humes Promptly Refunds Excess Fare Paid

Mr. dear Mr. Kahn:

I would like to bring the following to your attention, which will no doubt be of interest to you.

While boarding one of your Sutter Street cars yesterday, I was careless enough to insert a twenty-five cent piece instead of a nickel into the slot—such absolutely without my knowledge. I had hardly been seated when the conductor of this car—his number 311—came to me and drew my attention to what I had done, and handed me twenty cents.

I want you to know that I very much appreciated the spirit of the conductor and as mentioned above, I feel that you wish to know about such things.

With kindest regards, I am,

Sincerely yours,
Julius Rothschild,
28 Steuart Street.

Conductor W. Reinhardt is Thanked for Kindness and Courtesy

Dear Mr. Kahn:

I wish to congratulate you and the Company on the courteous treatment received by passengers on your cars.

I want to especially refer to last Thursday morning, when I boarded car No. 1617 of the No. 14 line. I had walked down and boarded the car at Tenth and Mission Streets and discovered that I had no money on me. The conductor was most pleasant about it, and when I started to get off he informed me that I could ride down to my destination and send the fare to the office. This I was pleased to do, and offered him a cigar, which he refused.

Please find attached five cents in postage stamps and also accept my many thanks, as I was in a great hurry to get to my office and would certainly not have enjoyed the walk.

Wishing you and the Market Street Railway success—I am,

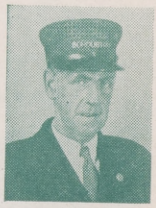
Yours very truly,
Charles T. Phillips.

* * *

Motorman W. Moyle and Conductor John McGushin Offer Assistance to Patron and Are Commended

Dear Sir:

I wish to express my appreciation for the courtesy, kindness, and thoughtful service extended to my wife by motorman and conductor, Motorman No. 1026, on No. 21 line, while we were passengers on their car yesterday. This attention was extended when my wife fainted.



Yours very truly,

E. W. Swindell,
831 Miramar Avenue,
Berkeley, California.

* * *

A Patron is Pleased at Good Service Rendered by Conductor W. Kitto

Dear Sir:

Just a word to let you know I appreciate the courteous service of Conductor No. 1121 on Car No. 21, run 14, which car passed Fifth and Market Streets about 9:22 a.m.

The signal was "Go," and he, seeing me running to make the car, rang his bell and stopped the car until the autos passed and gave me safety passage to said car. I also happened to be late, and this made me doubly appreciate his service. Alert conductors like he make riding the Market Street cars a pleasure.

C. Thomson,
111 Sutter Street.

Motorman C. May Performs Duties of a Carman in a Co-operative Manner

Dear Sir:

I am going back and forth from Harrison Street to Market Street five to six times a day and during the night, as my work demands that; naturally I am meeting your men on the street cars—that is the No. 25 line—and must say they are indeed a fine bunch of men.

Last Saturday afternoon I was a little late for the car as it was crossing Harrison Street toward Market; had a very important appointment at the hospital and thought would surely have to miss it, but your motorman saw me, and knowing that I many times traveled on his car, he motioned to me to come on. I thanked him and said, "It is very kind of you to stop." He said, "That is nothing; you know the cars run for the good of the people and we are glad to stop for anyone, as our company wants us to help our passengers." I thought it a very fine spirit to show and mention the company. That motorman's number was 2096; don't know his name, but certainly he merits a kind word, as he thought he had done nothing at all but his duty.

I certainly will say you have a fine personnel to work for you.

Very sincerely yours,

J. M. Schwartz,
The Salvation Army,
876 Harrison Street.

* * *

Kindness and Helpfulness to Others Shown by Conductor C. T. Dokes In Routine of Duty

Dear Sirs:

May I again take the liberty to commend another of your faithful employees? It is a conductor on Car 5; his number is 1135. I have ridden on his car many times, and have always noticed his consideration for the safety and comfort of all that come under his protection. No effort is too great on his part, if by so doing he is aiding some fellow passenger, and always with a courteous smile and a kind word. He is one of those who always calls out the avenues at night when one is apt to go beyond their destination. Taking everything into consideration, I for my part think him one of the best and most conscientious conductors on any of your routes, as I travel on many different lines each week. He deserves a gold star for his many acts of kindness.

Yours truly,
Mrs. Fred Helmrich,
717 Parker Avenue.

* * *

A Grateful Patron Thanks Conductor R. O. Neely Who Found Lost Purse

My Dear Sir:

I am writing these few lines from a very grateful heart, and I am unable to find words to express to you my thanks and gratitude for your honesty. The money was lodge money, and I could not see how I could pay it back, as my husband has been home sick nearly five years. I only wish I was able to give you the reward that you deserve. I would like to have your name and address, so if circumstances improve with me I could again reward you.

Again thanking you and hoping to be able to remember you again, I remain,

Sincerely,
(Mrs.) Annie Thornhill,
850 Bay Street.

A Grateful Patron Writes Letter of Thanks to Conductor G. A. McDonnell

Dear Mr. McDonnell:

It was very ungrateful of me not to have returned the ten cents, which you so kindly loaned me before this.

However, I enclose ten cents in stamps, and my heartiest thanks for your kindness in a very embarrassing situation.

Thank you very much.

Sincerely yours,
SILVIA CASARA
846 41st Avenue

* * *

Conductor J. Roscelli Receives Letter of Praise for Courtesy

My dear Jesse:

Just a line to convey to you my appreciation of Market Street Railway Company service as exemplified by one Roscelli, conductor on the No. 34 car line, whose car passed the Olympic Club, traveling west on Post Street at about 3:00 o'clock p.m. yesterday.

I was a passenger on his car and during the short trip saw three very evident manifestations of courtesy to passengers.

I think he should be commended and know you will take the opportunity to recognize him.

Trusting this finds you in the best of good health, I remain,

Faithfully yours,
Frank J. Foran,
Exchange Block.

* * *

Conductor D. Friedman Extends a Helping Hand to Grateful Passenger

Dear Sir:

I take the pleasure of writing a few lines to let you know of an act of kindness. About two weeks ago I was a passenger on a No. 22 car; I didn't feel well and the conductor kindly helped me on the car with all my packages. I told him I just lived beside the car house on Third Street, and in getting off the car there, he said: "Wait a moment, I have a few minutes to spare," so he took my grip from me and packed it up my stairs, for which I was very grateful to him.

I just want you to know that you have one real good man in your employ who needs a little boost. After thanking him, I asked him his name, but he responded by saying, "That's all right, you're welcome." I didn't hesitate to look at his badge number; he is Conductor 399 on the No. 22 line. Many thanks for this courtesy.

Very truly yours,
Mrs. E. Killin,
2638 Third Street.

* * *

Conductor D. Friedman is Thanked for Finding Lost Merchandise

Dear Sir:

Yesterday I left a pair of new shoes on the No. 22 car, and through the honesty and attentiveness of Conductor No. 399 I got them back again. I sure must thank him, and congratulate you on having such a man in your service.

Yours sincerely,
ARTHUR WILD,
754 London Street

Conductors Daniel McGuire and Paul Seaman Receive Praise for Courteous and Helpful Service to Patrons

Gentlemen:

Once again I have occasion to comment on the courtesy and attentive acts of your conductors.

On Wednesday last, had occasion to cross the Bay, was afraid I would almost, if not, miss the boat—wanted to have the correct change ready to drop in the fare-box at the Ferry, but discovered I did not have it. Conductor No. 1177 on No. 5 McAllister street car was counting his change and making his report, which I suppose was to be turned in on his next trip to the office—he was not too busy, nor was he the least annoyed when asked to change fifty cents, he did so very graciously. This act was most appreciated by me, and feel that you should know just how some of your men take care of the public.

Then the same night returning home about 9:15 on No. 5 car with my invalid mother, Conductor No. 1227 was most considerate in assisting her on the car and on leaving the car at Fourth Avenue and Fulton Street he really made extra efforts to have her safely on the safety zone—this was appreciated by my mother and self and feel too that this comment should reach you.

Kindly accept my thanks for the June issue of the Inside Track, which you recently sent to my address and which has been read and thoroughly enjoyed.

Very truly yours,
(Miss) MARY CLARK,
246 Cabrillo Street

* * *

Conductor Paul Seaman Pays Patron's Fare and is Commended

Gentlemen:

I want to commend Conductor No. 1227 for his courtesy to me today.

I boarded a No. 5 car today going west and tendered the above numbered conductor a five-dollar bill, which he could not change. He permitted me to ride nevertheless to my destination and deposited a fare from his own pocket which I have promised to return to him. I enclose it herewith.

Very truly yours,
ABRAHAM SETZER,
Mills Building

* * *

Motorman E. Boyle Exercises Coolness and Good Judgment in Operation of Car

Gentlemen:

At ten o'clock this morning on Fillmore Street at Hermann Street your motorman No. 1766 on the 24 Line operating your car No. 304 averted a catastrophe by his coolness and judgment.

The car was proceeding at a moderate rate of speed south on Fillmore Street, and as the car approached the intersection of Hermann Street I heard the fire siren. The man put on the air brakes, but they apparently could not hold the car, and just as the fire truck was approaching he slugged the car and brought it to a dead stop, and permitted the fire truck to pass just within two feet of the front fender.

I felt certain the fire truck would hit the car, and I believe if it were not for the coolness and judgment displayed by this motorman there would have been a terrific crash. I believe you, his employers, should know this, and he should be given great credit for the saving of life and property.

Sincerely,
Chas. J. Semple,
3543 Mission Street.

Motorman O. C. Tyson Praised for Fine Service Rendered to Patrons

Dear Sir:

Among the many letters of criticism which it is your misfortune to receive from your various patrons I assume that once in a while you find a word of praise for the efficiency of your staff.

I find it my pleasant duty this morning to express to you my appreciation, which is, no doubt, inwardly felt by many others, of the very splendid service given to your patrons by your Starter at 18th and Castro Streets during the early morning hours.

The rather heavyset gentleman, whose name I do not know, is very pleasant, jovial and exceedingly polite and courteous to the members of both sexes. It is really most enjoyable to commence one's ride to his office spurred on by the cheery "hello" and pleasant smile of your efficient servants. It makes the ride more enjoyable and I congratulate you on placing in such a position to meet the public a man of such caliber.

Should I find disfavor with your staff, I should be quite as willing to offer to you my criticism thereof, but fortunately I have, at this time, only praise to give you in this regard.

Very truly yours,
LEONARD A. WORTHINGTON
110 Sutter Street

* * *

Conductor L. J. Larison is Thanked by Patron for Payment of Fare

Conductor 277:

Thank you for your courtesy this morning when I forgot my purse.

Very truly,
Mrs. Paul Zink,
346 25th Avenue.

Remittance Record

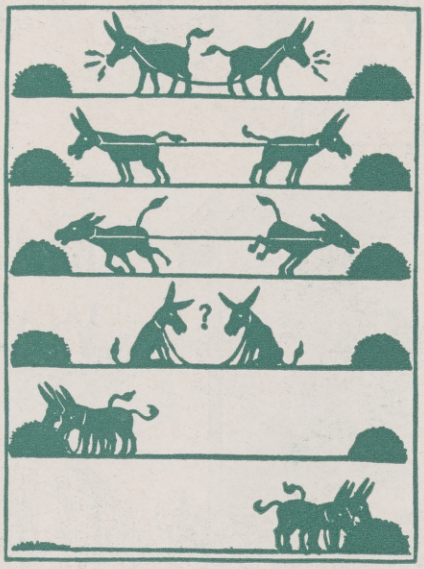
JULY, 1934

Division	July	June	Rank in June
Sutro	35	11	1
McAllister	37	34	2
Valencia	51	55	4
Fillmore	66	48	3
Mason & Washington	85	57	5
Oak & Broderick	96	78	6
Third	140	139	8
Twenty-fourth	143	131	7
Geneva	154	139	9
All Lines	92	81	

MORE ERRORS IN JULY

Only one division came through the month of July with less errors than for the month of June, and that was 28th and Valencia Street. This shifted them from fourth to third place. All other divisions remain practically the same. It pays big dividends to BE CAREFUL, in more ways than one. Sutro almost landed in second place, after her remarkable record in June.

Story Without Words



Complaints

JULY, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total July	Total June
McAllister	0	0	0	0	0	6
Oak and Broderick	0	0	0	0	0	1
Washington and Mason	0	0	0	0	0	2
Geneva	1	0	0	0	1	3
Third	0	1	0	0	1	0
Sutro	1	0	0	0	1	2
Turk and Fillmore	0	1	0	0	1	4
Twenty-eighth	0	0	0	1	1	5
Twenty-fourth	1	0	0	1	2	4
Total	3	2	0	2	7	26

COMPLAINTS ARE DOWN

Three divisions tied for first place for July, by turning in a clean slate for the month. All the other Divisions except 24th Street, tied second place by having one complaint marked up against them. Total for the month (7) is very good.

SAFETY FIRST

MASON AND WASHINGTON

J. P. Jones
Division Superintendent

J. Decker

C. Gersbach

P. Halpin

S. Hull

C. Kirkpatrick

N. Obritsch

F. Orsi

N. Papadakis

R. Ragghianti

J. Bonanni
G. Bothman
A. Callahan
J. Cannon
C. Cash
D. Dineen
G. Daskalakis
S. Dellis
G. Fadis
J. Guerin
E. George
R. Gilmore
H. Latimer
T. Lonich
L. Nicholas
D. Novak
F. Rivers
W. Stark
J. Silva
E. Schaldack

Safety First Gripmen

The only division where cable cars are used exclusively, Washington and Mason gripmen take pride in their records for non-chargeable accidents, and give some hints for good driving. Their advice is also good for auto drivers as well as electric street car motormen. This Division is probably the only all-cable-car division in the world. Cable cars are still being operated over Clay Street, where the world's first cable car made its first successful trip, in August, 1873—61 years ago this month.

BONANNI, J. — Takes pride in his work and has no horror for traffic, says it's mostly all in liking your job.

CANNON, J. J.—Keeps his car under constant control and slows down at all intersections.

CASH, C. M.—Watches for intending passengers running for car from side streets, preventing many accidents.

DINEEN, D.—Believes in running on time if you can, but run as if the car is your own and be always mindful of the safety of others.

DASKALAKIS, G. — By keeping his mind on his work bound to show good results.

DELLIS, S.—His advice is to keep in good physical condition, get enough sleep always, and never rush through traffic.

DECKER, J. — Uses the same care when late or on time. Enjoys letting the other fellow have the right of way.

GUERIN, J.—Keeps cool and never frets when he is late, so he is never bothered making out any yellow sheets.

GEORGE, E. P.—Finds it easier as time rolls by and expects to make a number of safe records to be remembered by.

GILMORE, R.—Keeps a keen eye on all speed artists, and operates a careful car.

GERSBACH, C.—Operates a perfect car and is interested in his work and proud of his record.

HALPIN, P.—Reliable and always on the job and never takes chances and insists upon keeping his front window cleaned.

HULL, S.—Avoids chargeable accidents by operating a careful car.

KIRKPATRICK, C. — Runs on time and keeps his eyes on autos about to pull out from the curb.

CALLAHAN, A. — Good judgment and careful operation makes him a good "Line Instructor" and naturally keeps him away from accidents.

FADIS, G.—Careful at all times and lives strictly up to the company's rules.

LATIMER, H. F.—Concentrates his mind on his work and gives the company 100 per cent efficiency.

LONICH, T. — Good judgment and good brakes and a good loud gong keep him from having accidents.

NICHOLAS, L.—Operates slow during heavy traffic and watches machines coming out of garages.

NOVAK, D.—By keeping his eye on all wild drivers and giving them lots of room.

OBRITSCH, N.—Never runs reckless. Is alert at all times. Keeps himself in an amiable disposition all the time and refuses to worry about anything.

ORSI, F. — Practices "Safety First" all the time and never has been caught napping yet.

PAPADAKIS, N. — Can be depended on in every emergency. His specialty is being prepared for everything that comes up.

RAGGHIANTI, R.—By keeping his mind on his work bound to show good results.

RIVERS, F.—Keeping alert and operates according to company rules.

SILVA, J.—Joe takes delight in waiting for all intending passengers and at the same time keeps his eye on all approaching passengers.

STARK, W.—Says "Don't crowd the other fellow and he will get out of your way much quicker."

SCHALDACK, E. — Goes about his business quietly and always on the job.

BOTHMAN, G. — Careful operation when in doubt always gives the other fellow the right of way.

The Guest Towel Test

If you have been perplexed by guest towels, here's another story: A young Californian, returning from a week-end visit to his fiancee, burst in on the family, demanding congratulations. "Hooray!" he yelled. "Mary's folks have accepted me at last. I know, for they called me down for using one of the guest towels."—Los Angeles Times.

Back Seat Expert

Friend: "What do you get with your car?"

Owner of Car: "Oh, about 10,000 words to the gallon."

And More!

During the hearing of a case a man began clattering about in the back of the courtroom, pushing over chairs and generally upsetting things.

"Young man," said the judge, who had a reputation for ironic wit, "you are making a great deal of noise."

"I have lost my overcoat, Your Worship," said the agitated young man.

"Well, well," retorted the judge, "people often lose whole suits here without half as much disturbance."—Our Empire.

For Future Reference

Business Man (after interviewing daughter's suitor): "I regret I cannot see my way to allow you to marry my daughter at present, but give me your name and address; then, if nothing better turns up in the near future, you may hear from us again."—American Mutual Magazine.

Meeting the Need

"Do I really need brushing off?" asked the passenger in the Pullman.

"Does you?" exclaimed the porter with great emphasis. "Boss, I'se broke!"—American Mutual Magazine.

Safety League

Number of Car Hours per Accident

Division	July 1934	July 1933	Rank in July 1933
28th and Valencia	811	1,256	1
Kentucky	723	997	2
24th and Utah	608	854	4
Geneva	593	736	5
Oak and Broderick	571	989	3
Washington and Mason	550	551	9
McAllister	460	608	6
Turk and Fillmore	388	594	8
Sutro	314	602	7
Totals	529	781	

AVERAGE IS DOWN

Average number of car-hours per accident is lower this month than for some time. 28th and Valencia Streets Division took the lead while Third Street dropped to second place. Sutro is back home in their cellar position. There is plenty of room at the top for some good competition.

McAllister Division

By J. M. Casey

Conductor H. J. Miller is back on the job again after a spell of sickness. We are glad to see you back, Miller.

We can see some building operations going on across the street from the carhouse. We are anxious to know just what is doing and will have to inquire of Dispatcher Johnson about this.

Our clerk, J. M. Casey, is on a trip to Ukiah for a short vacation and we hope he has a fine trip and enjoys himself.

Motorman Lundgreen is in the hospital for an operation and would be glad to have some of the boys call up and see him.

Ray Canter is on a vacation, going back to Ohio and then down South, says he is going to give the new Plymouth a good ride while he is at it. We hope you have a good time Ray.

Willie Weidinger is giving the old Chevrolet a ride up to the Russian river for a week's vacation.

Sammy Greene arrived back from his vacation down South and says that he had a wonderful trip and sure did enjoy visiting with the old folks.

Shop Foreman Davis went down to his country estate for his vacation and says that the worst part of the vacation was the going back to work part.

Motorman I. Friedenberg is learning the city from the front of the No. 5 and No. 21 lines. Having worked at Sutro Division for some time he says the hills of Hayes Street are sure high.

Johnny Fields is back on the job again after a spell of sickness and says that it sure is good to be out and working.

The Gallemore boys are back on the job again after a thirty day vacation. They say they had a wonderful time.

Conductor Daly looks like grandpa after having most of his teeth pulled out, but Dick says that he can still eat—that is, when he can get the eats. Hope you have good luck, Dick.

We understand our Night Dispatcher, Bob Moyle, is taking to reducing. Bob walked from 37th Avenue in the Sunset to the carhouse the other night and says it is great for taking off weight.

Good Bait

An angler sat on the bank of a canal in Yorkshire, watching his float. Presently a bishop came along with his pretty daughter. They stopped to look on.

"My friend," said the bishop, "I perceive that you are a fisher."

"Aye," grunted the angler.

"I also am a fisher."

"Eh, is thaat soa?" said the man with the rod. "Well, Ah'm pleased to meet a fellow sportsman."

"Ah, but there is a misconception in your mind. You are a fisher of fishes, but I am a fisher of men."

The angler turned and surveyed the daughter.

"Aye," he said at last, "and wi' bait like yon you ought to get suthin' good!"

Questionable

"I hardly know how to interpret this postcard I got from Ethel."

"What does she say?"

"She writes: 'Wish you were here: leaving for home in the morning'."—Boston Transcript.

Sutro Surf Bubbles

By H. R. FRANKLIN

Day by Day

Life's battle is a daily one. A good set of resolutions for any one of us to follow is that which an unknown author has written:

"I expect to pass through this world but once.
Any good thing, therefore, that I can do,
Or any kindness that I can show my fellow beings,
Let me do it now. Let me not defer or neglect it,
For I shall not pass this way again."

Motormen Jack Higuera and Charlie Pollard together with Johnny Gerdes went deer hunting and failed to even see a buck. All the boys that had planned on having some good venison were very much disappointed, but not nearly so much as the hunters themselves.

Charity

There is much that is bad in the best of us,
And so much that is good in the worst of us,
That it doesn't behoove any of us
To talk about the rest of us.

—Anonymous

Motorman C. C. Jarett is laid up with a broken finger which he hurt while fooling around with some of the men, in fact they were just playing, but evidently somebody got rough. The finger itself is now taped to a long stick and looks rather odd, and we hope that he did not object to our laughing just a wee bit when we caught sight of it.

A laugh is worth a hundred groans in any market.

—Charles Lamb

Conductor Henry W. Kroencke is now vacationing, due to his health, at Santa Rosa, California. We wish him very much luck and hope that he has a very good and enjoyable rest.

Some can do if others say. Some both say and do. Some say and leave the doing to others.

Motorman Nick Kruer is away on vacation, but did not state where he was going.

Conductor J. W. Pepper is away most likely seeking a coat of tan. Our wish is that he enjoys his vacation.

Motorman Finley Young and Conductor Don Lucier have gone to Bass Lake to do some fishing. They should catch some bass fish particularly at a place named Bass Lake.

Better Still

Auntie: "I see you like to ride on your uncle's knee pretty well; don't you?"

Nephew: "Not bad—I had a ride on a real donkey yesterday."—American Girl.

Applauded Own Speech

Mayor Bryce B. Smith of Kansas City, Mo., tells this one:

"I was a member of the party of American mayors that visited France last year.

"In Paris I was called upon to make a speech. I spoke for 15 minutes. There wasn't a bit of applause.

"I sat down and another man took the floor. He talked in French and delivered a fiery oration, with gestures. He was applauded at every pause.

"I joined in the applause until a neighbor whispered, 'I wouldn't applaud so much if I were you, Mayor; that man is interpreting your own speech'."—United Press.

Conductors of the division are slipping in their remittances and the record low of eleven during the month of June dropped to 35 for the month of July. However, we still clung to first place by the narrowest of margins, and have every reason to believe that our mark for the month of August will show much improvement and compare more favorably with our previous showings on remittance records.

Many of Sutro's conductors have continued to maintain their perfect turn-ins during the month of July and we are listing them as follows:

No Error Men—July, 1934

Avila
Bakke
Bell
Bennett
Bettini
Bible
Briggs
Bubel
Chollet
Cole
Corporal
Cummings
Dahl
Dutton
Edwards, C.
Edwards, T.
Freeman
Garrettt
Graham
Gustafson
Head
Herlihy
Humes
Hutchins
Jack
Jerabek
Johnson, C.
Kasberg
Kroencke
Langer
Larison
Lucier
Marks
Mathes
Moore
Morgan
Morton
Patton
Pepper
Pera
Petersen
Pierce
Ross
Sawyer, G. G.
Sawyer, G. O.
Shepherd
Thacker
Theilacker
Van Matre

One-Error Men—July, 1934

Ayres
Bailey
Campbell
Carson
Conrad
Cossen
Creighton
Gollob
Grant
Holmes
McDermott
McKennon
Magnusson
Marcum
Pruitt
Puett
Ramey
Row
Stevens
Toy
Worthington

STUDY OF BILLS

There's little thrill
In a dollar bill,
And a two-spot falls as flat.
A five-buck note
Is no cause to gloat,
Nor a ten or twenty, at that.
A hundred new,
And a fifty, too,
Some interest instill.
But the thing to make
Your pulses wake
Is the thousand-dollar bill!

S. McLaren.

ADVERSITY

Every man is rich or poor, according to the proportion between his desires and enjoyment.

Of riches as of everything else, the hope is more than the enjoyment; while we consider them as the means to be used at some future time for the attainment of felicity, ardor after them secures us from weariness of ourselves, but no sooner do we sit down to enjoy our acquisitions than we find them insufficient to fill up the vacuities of life.

Nature makes us poor only when we want necessaries, but custom gives the name of poverty to the want of superfluities.

It is the great privilege of poverty to be happy unenvied, to be healthy without physic, secure without a guard, and to obtain from the bounty of nature what the great and wealthy are compelled to procure by the help of art.

Adversity has ever been considered as the state in which a man most easily becomes acquainted with himself, particularly being free from flatterers.

Prosperity is too apt to prevent us from examining our conduct, but as adversity leads us to think properly of our state, it is most beneficial to us.—Samuel Johnson.

The annual output of marbles is about 75 million, for the United States, and the season is one of the shortest.

Third Street Sparks from the Wire

By J. J. CARBONI

The following is a list of motormen at Third Street Division who had no chargeable accident from December 1, 1933 to June 1, 1934:

Almlund, J.
Allemand, J.
Andersen, G.
Azzopardi, C.
Behnke, C.
Byron, D.
Clinton, M.
Carlock, R.
Dudune, S.
Du Bose, B.
Du Bose, C.
Elsus, W.
Eaton, A.
Fox, J.
Finn, W.
Greiner, J.
Healy, P.
Hutchings, W.
Hoppe, F.
Hays, G.
Graves, G.
Greiner, J.
Hergott, S.
Halkyard, J.
Jones, F.
Jackson, C.
Krueger, C.
Lencioni, D.
Laughlin, W.
Laherty, R.
Moreschini, S.
Mead, J.
Michelini, A.
McGlynn, P.
Missa, S.
Metropulos, P.
Mamas, J.
McCarthy, T.
Rechnitzer, H.
Rodenberger, H.
Reimers, H.
Rodenberger, M.
Ruiz, S.
Smith, G. A.
Stojanovich, S.
Slaby, A.
Schmidt, G.
Stoltz, A.
Stone, T.
Stephens, H.
Theodos, J.

The following conductors at Third Street were not on the short list during the month of June, 1934:

Church, F.
Sumner, H.
Gianola, D.
Ott, Wm.
Cassotta, D.
Schivo, E.
Elliott, J.
Glennon, J.
Mason, W.
McCabe, B.
Bouscal, I.
Dinneen, J.
Cadigan, T.
Scarry, L.
Redahan, P.
Diefendorf, W.
Skinner, C.
Miller, D.
Bauman, G.
Krasno, J.
Sullivan, E.
Smith, M.
Lose, F.

* * *

One Way Out

A man who disliked nicknames or for William, was married, and in due course of time had five boys. The diminutives, such as Willie or Will first one was named William after his father. Maybe it would have been shortened to Willie or Will, but the second was Wilmont, the third Wilbur, the fourth Wilbert, the fifth Wilfred.

"Aha!" laughed the father; "now people will have to call them by their given names, and not by nicknames."

As a result of this, the five boys were known as Bill, Chuck, Skinny, Tubby and Buddy.—American Girl.

Two negro soldiers were discussing the relative merits of their company buglers. Said one, "Man, when dat boy of ouahs plays pay call, it sounds 'zackly like de Boston Symphony playin' the Rosary." The second colored boy snorted, "Brothah, you ain't got no bugler a-tall. When Snowball Jones wraps his lips aroun' dat bugle of his, and plays mess call, I looks down at ma beans, an' I sez: 'Strawberries, behave! You is kickin' de whipped cream out of de mess kit.'"

* * *

He Knew!

Teacher: "Who of you knows how a fishnet is made?"

Peter: "From a lot of small holes tied together with a string."—Theuringer Allgemeine Zeitung.

* * *

Both at Fault

The customer watched the butcher weighing the meat.

"I wish you would not give me such short weight for my money," she complained.

"And I wish you would not give me such a long wait for mine," returned the tradesman.—Pearson's.

Oak and Broderick

By J. L. EDMISTON

Howard Stevens and family spent a very enjoyable vacation at Clear Lake. Howard is one of the champion fishermen of the Clear Lake district, so it was just natural that he kept the camp well supplied with fish.

Doc Hamann is killing two birds with one stone this vacation. He stayed home and took a good rest and after did a lot of painting around the house, putting everything in good shape for another year.

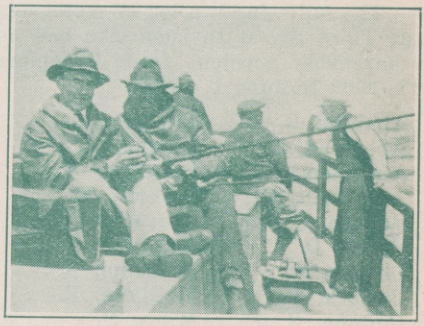
J. C. Miller had the sad misfortune of falling off a log and spraining his ankle. The last report is that he is getting along fine and we expect to see him back on the job in a short while as good as ever.

Doc Bocherri and family spent their vacation at Santa Cruz where they had a wonderful time swimming and getting a good coat of suntan.

Howard Bain and wife just returned from a nice vacation in Tuolumne County. Howard said they were away back up in the sticks where there were not many people and it was plenty wild.

C. Lasater, L. Nelson and R. B. Allen, who have been on the sick list for some time are on the road to recovery and will soon be back on the job again.

John Anderson and C. Schneider made a flying trip to Portland, Oregon. When they started out, they really did not know where they were going until they got going good, so they made a real vacation out of the trip.



Champs

Two of Oak and Broderick's champion fishermen, J. G. Baillie and Guy Tyers, taking it easy on a recent trip. The smiles are the only indications of the size of the "catch".

Tom McCullough, one of the Ace motormen of the No. 33 Line, has taken time off for a good rest in preparation for the big rush during the coming football season.

Herb Barrill, when he went on his vacation, made many promises to his friends about sending them some fish. Glad to state that he made good all his promises, so everyone thinks he is now a great fisherman.

. . . ASK PRESTON

To show you those 21 Jewel Railroad Watches at the special price of

$44.50

ROOM 210 PHELAN BLDG

Telephone DOuglas 1459

Official Watch Inspector for

Southern Pacific, Western Pacific and Northwestern Pacific Railroads

Tom Marshall, one of the old reliables, took time off and went to Calistoga where he had a very enjoyable time visiting among his many friends.

Blackie Dini, controller Ace, drove to Los Angeles in record time, 471½ miles in 14 hours and 10 minutes, used 83 gallons of gas and 7 quarts of oil. All in the family made the trip — wife, children and Daddie Blackie. Seven quarts of black coffee kept the Big Blackie at the wheel. Do not know the dope on the homebound trip.

Motorman Fred Langer was doing a little carpenter work around the house and in hammering had the sad misfortune of hitting himself in the eye with the hammer. Fred's eye was quite badly swollen for a while, but now it is back to normal again. Anyone wanting carpenter work done see Fred, as he is very clever at hitting anything on the head.

Motorman E. Jewell and H. O'Lanie both celebrated their 13th anniversary of happy married life. We offer our hearty congratulations to them and hope they continue on for 13 more years in the same way.

Motorman J. R. Quistad spent a very pleasant trip visiting Los Angeles and Lake Tahoe. Quistad said he did not know which he liked best, the sea shore or the mountains, as they are both so beautiful.

Ed Ryan took a month off and retired to his ranch over in Marin County. Ed made up for lost time there and did a little painting, carpentering and a little digging, so, by the time his vacation was over, he had caught up pretty well with his work.

First U. S. Equal Suffrage

Wyoming was the first state to extend equal suffrage to the women. The state took this progressive step in 1869.

28th Street—Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE

We never knew we had so much talent in our Division until lately.

We discovered an opera singer, a ballad singer, a hula-hula dancer, and a harmonica player.

Motorman Gallo had us all singing "O Solo Mio" in our best Italian.

Motorman Carroll had us all weeping when he started singing. So you are going to leave the old home, Jim?

Motorman Williams made a bold attempt to dance the Hula, but the joints seem to be a little stiff.

Conductor Frissella is a whole orchestra in himself when he gets that harmonica going.

Pat Connolly gave us a few imitations of a one-legged dancer.

Thinking there would be a shortage of gas, Motorman Adams filled all his old beer kegs with gasoline.

The McKeown boys are now learning the "sign language" so that they can talk to their mute friend.

Conductor Buch is having his home remodeled, so we expect a big night soon.

We are all anxious to see that picture of Conductor Hayes' youngster. Pete has been telling us so much about him.

When Conductor Guerrero fell off the high stool he wanted to know who pushed the building over.

Motorman Harry Lang must have had a wonderful trip to the Shrine Convention, from what he has been telling us. Harry plays in the Oriental Band.

Motorman Wickett now wears a white flower in his lapel. She can now tell it's him from a distance.

Motorman Campion is now on a trip to Australia. (Andy Gump please note.)

Mike Daly is very peeved because Jack sailed away without even kissing him goodbye.

Conductor Papale spent a few weeks in Seattle. When did she move up there, Johnny?

Conductor McGrath was seen coming in from Daly City for a few mornings sitting on top of a cabbage truck.

Motorman Hester is getting that way again. Well, she is not hard to look at. Lucky boy!

Motorman Welch is in circulation again, but the poor boy had to wait a year—and what a long year.

Conductor Hennessey has not been around much lately. He must be gathering feathers for that little nest.

If Motorman Jack McCrossen of 24th Street Division don't keep quiet we will tell her that he is a much married man.

Did you see Dick Sheridan in his big miner's shoes? Dick is a Marin County cowboy.

The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months, February 1st to August 1st, 1934:

Adams, E. C.
Allard, E. A.
Atteberry, J. E.
Atteberry, W. L.
Beagle, J. S.
Biboli, D. C.
Bishop, H. N.
Botts, H. L.
Brittan, C. A.
Brothers, L.
Burns, E. E.
Butcher, W. A.
Campion, J. J.
Catoir, C. E.
Codino, D.
Cooper, R. L.
Cullen, T. P.
Day, K. F.
Drummond, C. W.
Dunkle, W. N.
Easter, C. D.
Flynn, P.
Gallo, C.
Gow, H. L.
Hageman, G. E.
Harrison, J. S.
Hatzis, J.
Healy, T.
Helbush, P.
Holtzen, F. R.
Horton, J. B.
Howett, D. H.
Hugh, E. H.
Jones, F. S.
Jones, H.
Jones, J. H.
King, B. V.
Lang, H. L.
King, H. G.
Lipman, E. L.
Lowder, E.
Lupi, A.
McPhun, C.
Manley, C. D.
Merrill, F. W.
Morrison, F.
Munday, O. H.
Osterode, F.
Pallas, J.
Panos, G.
Raymond, G. A.
Roach, M. C.
Santoni, C.
Saunders, E.
Semmelhaack, J.
Schleub, A.
Schuback, J. H.
Sheridan, R. C.
Strohecker, W.
Swansen, K. F.
Thompson, W. A.
Van Winkle, B.
Walter, F. C.
West, W. H.
White, G. H.
Wickett, C. E.
Wilkening, F.
Williams, C. T.
Williams, S. W.
Willman, J.
Willwerth, J. F.
Witt, R. H.
Woodard, G. D.
Wormell, F. R.
Young, H. W.
Zucconi, E.

When she walked in and took Bill West by the ear there was deep silence. Poor Bill had to go home.

Conductor Beebe asked us not to mention anything about girls, as all three of them read this column.

When she said he was tall and handsome and distinguished looking, we all said she must mean Willie Reinhardt.

When Frank Jackson says goodnight to her now he sings that song "Thank you for such a lovely evening."

Conductor Scott spent a few weeks in the country and we must say that Bob is in good condition.

If Motorman Polidori wants that book back that he dropped in Mission Street, come and get it, Frank. It's entitled, "How To Make Love."

Motorman Montoya looks like a city slicker when he wears that derby hat and grey overcoat.

Take a good look at that picture of Motorman Thomas's youngster and see if it looks like the old man.

Sam Cox wanted to enter the picture of a little "baby." Yes, Sam, but this is for children only.

Conductor McCoy's family is now increased by ten pigeons. He is going in for racing birds stronger.

Motorman Louis Gordon lost 20 pounds and two pairs of shoes by having to walk so much.

Motorman Vannoni went into the moving picture business in a small way. He will show them at a future date.

And now let us say once more, as our friend would say: "It's in the (mail) bag."

The following named conductors of the 28th Street Division have had no remittance errors for the month of July, 1934:

Adams, R. F.	Lawson, C. A.
Bassillio, J. S.	Ligon, D. C.
Beebe, L. R.	Long, F. E.
Beebe, R. R.	Lowrey, L. L.
Briggs, R. E.	Lunden, P. H.
Brill, A. C.	McCarthy, M.
Broshious, W. F.	McCoy, D.
Brown, D. C.	McGeorge, J. M.
Bush, S. E.	McKeown, J. M.
Cain, J. R.	Mates, F. M.
Chalmers, L.	Morris, A. B.
Connolly, F. J.	Morris, J. L.
Cooke, A. T.	Newman, J. B.
Cox, S. E.	Nicholetti, S. J.
Daly, M.	Ochesky, H. L.
Davis, O. M.	Olsen, E. L.
Denton, F. J.	Palmer, E. J.
Diduch, P.	Papale, F. J.
Elsenhaus, W.	Parker, E. L.
Fehlemelcher, W.	Parmely, J. W.
Forslow, E. E.	Parulis, J.
Fracchia, M.	Patterson, T. A.
Frisella, J. J.	Pauley, H. E.
Fuller, J. C.	Peak, C. J.
Gallagher, R.	Plunkett, P.
Graber, H. L.	Rallis, G. N.
Guerrero, C. J.	Rassouchine, V.
Hays, P. Z.	Sammons, J. B.
Headden, J. H.	Sanders, G.
Healy, W. M.	Shaw, A. L.
Hefferman, C. J.	Sherman, W. A.
Hendricks, W. P.	Siemans, D. R.
Hennessey, J.	Siess, R.
Higueria, M. F.	Siler, E.
Hitchcock, A. H.	Silvey, F. R.
Hogan, J. E.	Simon, E.
Houston, A. H.	Stockdale, C. A.
Hoy, O.	Sutlief, C. R.
Hughes, F. C.	Thompson, C. A.
Jackson, F.	Vanarsdell
Jeans, E. C.	Vilotti, T. W.
Johnson, J. F.	Walter, W. B.
Jones, J. E.	Ward, J. F.
Keegan, W. M.	Watters, K. B.
King, W. E.	Whelton, C.

The average person in the United States now eats 2.8 bushels (168 lbs.) of potatoes per year, while back in 1913 the per capita consumption was 3.8 bushels (228 pounds).

The following is a list of the boys of the 28th Street Division who are away from duty on account of illness but whom we understand are progressing favorably, and we hope to see them back with us very soon:

Boitano, V. J.	Fehring, U. B.
Borreo, W. W.	Jones, J. E.
Boyer, V. C.	Lowder, E.
Curtin, D. J.	Witt, R. H.

Difference of Opinion

"If you want to spend a quiet half-hour," said the native to a visitor, "there's no better place than our art galley."

"Just a minute," replied the stranger. "I've just begun reading about it in the public guidebook. It says that the visitor, on entering, is struck by a statue of Hercules. Then he is stunned by the splendor of the great staircase. A picture in the first room is full of punch, while farther on one is crushed by the overwhelming magnificence of another painting. Finally, brilliant colors run riot everywhere.

"No, sir. If I want a quiet half-hour, I'll take a boxing lesson."—Labor.

One authority says that nearly 3 million people in the United States paid 75 million dollars to learn to dance, during the year 1933.

The buggy whip business still exceeds $300,000 per year, according to industrial statistics.

CONDUCTORS!
Inquiring passengers will appreciate the courtesy if you direct them to
Hotel Sutter
Corner of
Sutter & Kearny Streets
FIREPROOF
POPULAR RATES

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

Why worry? You're either safe or in danger. If you're safe, why worry? If you're in danger you'll either be slightly or seriously hurt. If you're slightly hurt, why worry? If you're seriously hurt you'll either recover or die. If you recover, why worry? If you die you can't worry, so why worry?

Joe Andretty says he's not going to sign up with Symington again unless he smokes his brand of cigarettes.

Motorman Skinner has a parody on "The Man On The Flying Trapeze" that starts out like this:

"He rolls o'er the rails with 'nary a jar,
This promising student on the Market Street car."

Mr. and Mrs. W. H. Clark were hosts to a dinner in honor of Motorman Bradley. "Mammy" Lou entertained Harry Meeks, Pete Aldridge, and Jerry Lynch with a big pork chop feed.

Mike Bankowski (Banks to you) stated in his accident report that he was struck by a machine going 75 miles per hour.

"Red" Boyd has had his annual permanent wave. What a treat for the girls on Howard Street now.

"Hello, Pat Hewins, how are you?"
"Pretty well, thank ye, Donnelly."
"Donnelly, that's not my name."
"Faith, then, no more is mine Hewins."
"So with that we looked at each other again, and sure enough it was neither of us."

A Meat-oric Shower

The baby rolls upon the floor,
Kicks up his tiny feet,
And pokes his toes into his mouth—
Thus making both ends meet.

The dog attached to a tin pail
Goes howling down the street
And, as he madly bites his tail,
He maketh both ends meet.

The butcher slays the pensive pig,
Cuts off his ears and feet
And grinds them into a sausage big,
Thus making both ends meet.

The farmer coops his ducks and hens,
Feeds them with corn and wheat,
The means must justify the ends,
For thus he makes them meat.

It's a girl over at the Lunsfords. Dorothy Yvonne is her name. Tipped the scales at 7 pounds, 12 ounces when born and at the end of the first month she filled out to a nice ten pounds. Mother is doing fine, thank you, and is daddy proud!

And we offer "Doc" Cote as our proof that life begins at forty.

All those bright smiling faces you saw were the children joyously (?) returning to school after vacation.

And of all things! Motorman Timm is raising a mustache while his wife's in the country.

Bob Shaw is singing to Harry Meeks "The Pal That I Loved Stole the Gal That I Loved."

We're glad to see Conductor John Domas back on the job after being on the sick list for quite a spell.

And then there's the mother who was so kind she gave her children chloroform before she whipped them.

Who is the motorman we spied on his day off, trying to teach the parrots, out at the zoo, to talk?

Jimmy Allen has a new 8-hour straight-thru run, so he can devote more of his time to political campaigning.

"The man who has a thousand friends,
Has not a friend to spare,
But he who has one enemy,
Will meet him everywhere."

"Pat, how would you like to be buried in a Jewish graveyard?"
"Faith, Sir, and I'd die first."

A cautious look around he stole,
His bags of Chink he Chunk,
And many a wicked smile he smole,
And many a wink he wunk.

"I wonder where those clouds are going?" asked Harry Edwards.
"I think they're going to thunder," replied his motorman.

The Difference

"Have you seen Miss Ransome since she inherited a fortune?"
"Yes. She is greatly changed."
"How?"
"Well, she used to be frightfully skinny, and now she's gracefully slender!"—Montreal Gazette.

Expensive Tutoring

"She says she thinks she can learn to love me."
"Well, that seems encouraging—and still you don't look happy."
"No; I took her out last night and the first lesson cost me my whole week's wages."—Pathfinder.

World's Pickling Center

Pittsburgh, aside from being the largest metallurgical city in the world, is also claiming itself to be the world's largest pickling city.

Attention Car Men!

WE SPECIALIZE IN

RAILROAD WATCHES

EASY PAYMENTS

WATCHES
DIAMONDS
JEWELRY
SILVERWARE
IVORY SETS

GArfield 2766-2767

Corner Market - Kearny - Geary

ROTHSCHILD JEWELRY CO.

704 MARKET STREET
7th Floor

Geneva Eight Wheel Gossip

By G. H. MAGNUSON

Conductor Jacobsen is again home from the hospital and is feeling fine. We all hope to see you back on the job again soon, Jake.

* * *

The Sport Model Zoo

A balky mule has four wheeled brakes,
A billy goat has bumpers.
A firefly has a bright spotlight.
Rabbits are puddle jumpers.
Camels have balloon tired feet,
And carry spares of what they eat.
But still I think that nothing beats,
The Kangaroos with rumble seats.

* * *

Harry Wilson of the Elkton Shops is starting a matrimonial column. All persons with heart troubles will please see him.

* * *

Who is the blonde girl that keeps flirting at Conductor Perry of late?

* * *

Build for yourself a strong box.
Fashion each part with care.
Drop in your cares and worries,
Keep them forever there.
Hide them from sight completely,
The world will never dream half.
Fasten the top down securely,
Then sit on the lid and laugh.

* * *

We hear from certain quarters that Motorman Hoey is greatly missed on the Guerrero Line since the new sign up.

* * *

The "Little Corsican"

It has been estimated that an average of one book every 98 hours has been written about Napoleon Bonaparte since his passing.

Following is a list of conductors of Geneva Division who had no remittance errors from July 1, 1934, to August, 1934.

Adams, W.	Hunter, W.
Baldauf, W.	Knight, J.
Benone, F.	McHugh, W.
Bernstein, G.	Maher, E.
Berta, V.	Meier, J.
Churchill, P.	Muther, B.
Doussourt, C.	Rose, M.
Gentile, P.	Slade, C.
Gratke, D.	Strelesky, J.
Guttman, M.	Tennler, A.
Hennessey, G.	Tooley, C.

* * *

Japanese Motor Rules

1. At the rise of the Policeman's hand, stop rapidly.
2. Do not pass him by or otherwise disrespect him.
3. When a passenger on foot hoves in site, tottle the horn trumpet at him melodiously at first, and if he still obstacles your passage, tottle him with vigor and express by word of mouth the warning, "HI, HI".
4. Beware of the wandering horse, that he shall not take fright as you pass him by. Go smoothingly by. Do not explode the exhaust box at him as you go by.
5. Give a big space to the festive dog, that he may sport in the roadway.
6. Go smoothly by in the grease mud, as there lurks the skid demon.

* * *

Conductors kindly take a little more time in counting your money before turning it in as this division is again dropping on their remittance errors.

* * *

Explained

"The only difficulty with the twins is that they are biased."

"Biased?"

"Yes, it's always bias this and bias that."

Following is a list of motormen and coach operators at Geneva Division who had no chargeable accidents from January 1, 1934 to August 1, 1934.

Adams, C.	McManus, F.
Adams, W.	McNeil, F.
Benone, F.	Mann, B.
Blackeley, C.	Menendez, M.
Brayshaw, J.	Mesusan, C.
Brodbeck, A.	Milliken, L.
Butler, S.	O'Maley, J.
Charlton, T.	O'Neil, F.
Cook, A.	Preston, J.
Currie, R.	Psarras, N.
Dittero, C.	Powell, S.
Doussourt, C.	Quinn, A.
Falke, H.	Quint, A.
Florens, N.	Ray, A.
Fenton, N.	Ray, E.
Fitzpatrick, M.	Refatti, D.
Fredericks, J.	Restani, D.
Frescura, J.	Roberts, J. L.
Gannon, E.	Rothfus, H.
Gikas, C.	Russell, T.
Grassi, W.	Schelley, L.
Hagan, F.	Schepp, N.
Heissenbuttel, J.	Scialencia, J.
Hirscher, J.	Short, R.
Hoey, H.	Shroyer, W.
Horning, F.	Sidery, J.
Johnston, B.	Slade, C.
Johnson, B. L.	Stack, C.
Jones, H.	Stamos, N.
Keane, T.	Tanner, E.
Kelleher, F.	Taylor, L.
Kenney, M.	Taylor, W.
Knight, J.	Vissas, F.
Konig, W.	Walde, G.
Latrouel, F.	Walters, F.
Leis, W.	Walters, R.
Lewkowicz, M.	Welch, F.
Loskey, F.	Welch, P.
Lusk, W.	Wells, T.
McDevitt, J.	Wetzel, R.
McLeod, D.	Wood, C.

Coincidence

Two ladies, while walking through Dame Street, Dublin, heard a barrel organ playing a tune. "That music," said one of them, "is by Handel."

"Yes," the other replied, "played by handle."

Vanity

Wife: Henry that little mirror up there is not set right.

Henry: Why isn't it?

Wife: Because I can't see anything but the car behind.

Of all the machines at the beach Guttman wonders why they pick on his machine.

Poor Dad

Little Johnny aged seven, had been taken to the zoo to see the animals.

He stood before the spotted leopard's cage a few minutes staring intently. Then turning to his mother, he asked: "Is that the dotted lion that everyone wants dad to sign on?"

We received a letter from Conductor Vaughn the other day from Mississippi where he is with his family enjoying a vacation. Also one from Motorman Wooder who is back east.

Phone MIssion 3614

SUHR & WIEBOLDT

FUNERAL DIRECTORS

SERVICE OF DISTINCTION

1465 TO 1473 VALENCIA STREET

Between 25th and 26th

Mrs. Geo. Suhr, Pres. Robt. Scharetg, Mgr.

Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS

"OMAR SAYS"

Yet Ah, the Spring should vanish with the Rose!
That Youth's sweet-scented manuscript should close!
The Nightingale that in the branches sang,
Ah whence, and whither flown again, who knows!

Once upon a time two knights (the kind that used to carry off fair Princesses in ye olden days) met at the foot of a statue. After exchanging pleasantries, one happened to look up at the statue. Said he, "Tis a very beautiful GOLD statue, me thinketh, I am wont to admire it very much." Replied the other, "Sir Knight I must take leave to correct thee, tis made of SILVER, but I likewise agree the handiwork is that of a master." So, our two fair Knights argued back and forth until words failed them, and they decided to fight it out in the good old-fashioned way (as Knights were wont to do in those days). They charged each other on their fiery steeds, and through a cruel twist of fate both were killed.

Some time later a Merchant came along and stopped in the shade of the statue to rest. Said he, "Tis a peculiar piece of workmanship, this statue, ONE SIDE GOLD AND THE OTHER SILVER."

"The Contacter"

Motorman Andrews is still off with his bum knee. However, the old boy thinks all will be well in a few more days and hopes to return to work soon. Better luck next time, Andy.

Motorman Danley, Motorman Moore and Conductor Fernandez are still on indefinite sick leave.

Conductor Clendenin returned to work after a long rest (?) at Lakeport on the shores of Clear Lake. We understand there's a difference between the deck of a ship and a load of hay. Hay! Hay!

Conductor Cornac is taking treatment in the French Hospital for a sprained back. How did it happen, Jules?

Motorman Sawyer is about to depart for his native land, where they wrestle 'gaspagoos' and grow 'em big. Yes, sir! way down New Orleans.

The following conductors at Turk and Fillmore Division had no errors in their remit ance during the month of July, 1934:

Ahrender, A.	Krausgrill, W. L.
Bradbury, T.	Kennedy, C. W.
Beck, C. O.	Lasserre, J.
Bartunek, V.	Matheson, W.
Bassillio, E.	Milanesi, L.
Burnett, J. W.	McCullough, J.
Boothe, F. R.	Northway, W.
Carver, J.	Petrucela, C.
Carlton, L.	Schmidt, H.
Coverdale, R. T.	Stevens, C. N.
Cornac, J.	Shurgin, H.
Dorgan, W.	Taylor, F.
Ellis, G.	Tunstall, J.
Fernandes, E.	Warwick, J. W.
Giblin, P. V. J.	West, G.
Hollis, A.	Zuccarello, C.

Conductor Bernstein is out of the St. Francis Hospital but is still under the doctor's care. He praises the attention and service he received while in the hospital very highly. That's all well and good, Bernie, but hospitals give me the "jitters".

The following motormen at Turk and Fillmore Division had no chargeable accidents for the past six months:

Anderson, M.	Monteleone, J.
Allen, V. E.	Murnane, T. J.
Blue, F.	Menegon, P.
Boschetti, M.	Madziarski, W.
Balthaser, E.	McLaughlin, C.
Bethell, J. W.	Nelson, A.
Burns, M.	Norris, F. W.
Coleman, E.	Rohrer, M.
Carley, L. S.	Rich, H. W.
Daroshka, F.	Ray, B. H.
Funnemark, C. L.	Regan, J. J.
Hoover, T. C.	Rosser, J.
Himes, J. W.	Schoonover, J.
Highstreet, M.	Stevenson, D.
Hastings, R. W.	Stenberg, A.
Juedes, J.	Smith, E. E.
Jones, J.	Strong, E. L.
Kennedy, P. M.	Summers, C. E.
Kelley, W. H.	Settlemeyer, D.
Lynch, J. J.	Sawyer, J. C.
LaRue, G. L.	Tamblin, A. J.
Law, H. A.	Watts, C. F.
Loomis, J. J.	Zitzelsberger, F.
Loomis, H. J.	

The Bible is still the most popular book published, according to the American Bible Society. During 1933, 7,800,766 Bibles, Testaments and portions of the Bible were distributed in 155 languages and dialects.

Railroad Note

American railroad mileage jumped from 23 miles in 1830 to 275,000 miles in 1930. The greatest increase in any one year was 6600 miles in 1904.

ANDREW F. MAHONY CO.

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RAILROAD TIES
LUMBER
PILING

WHEN IS A MAN A SUCCESS?

When he refuses to slander even his enemies.

When he does not expect to get good pay for poor services.

When he does not wait until tomorrow to do the things that should be done today.

When he is loyal to his employer and not false to the ones with whom he works.

When he intelligently co-operates with the other members of the organization.

When he is studying and preparing himself for a higher position with better pay.

Nearly half the people now living in Russia are less than 20 years old, giving Russia the youngest population of the nine leading countries. France has the oldest population of this group.

Bicycles now have a transmission with two speeds, operated by shifting a small lever.

Wm. Hansen, Manager
Dan McLaughlin, President
Geo. J. Asmussen, Secretary

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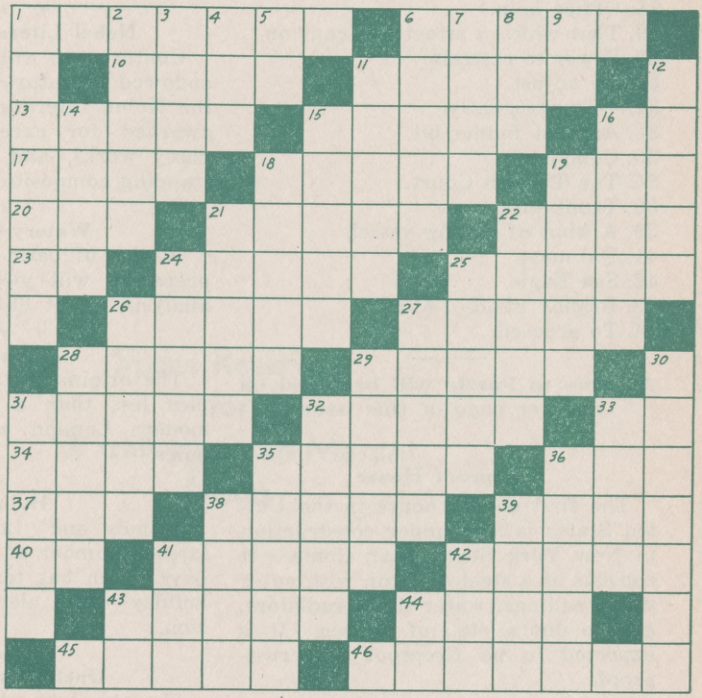
Cross-Word Puzzle

By O. L. VAN ARSDELL
Motorman, Turk and Fillmore Division



1. Darkened.
6. To deviate.
10. Plate of baked clay.
11. Hurl.
13. To talk idly.
15. Ancient Scandinavian poet.
16. Towards.
17. At this place.
18. Little.
19. A solemn promise.
20. To devour.
21. A charm.
22. To seize with the teeth.
23. Not down.
24. Young of a dog.
25. Part of a flower.
26. A circular frame turning about an axis.
27. To disentangle.
28. Screamed.
29. Stream.
31. Vigilant.
32. Mallet.
33. Thus.
34. Portion distributed.
35. Insects.
36. A peg.
37. Noah's vessel.
38. Constructed.
39. To fasten.
40. Abbreviation for peck.
41. Shapes.
42. A mistake
43. Popular lady.
44. Firmness of mind.
45. Medium of exchange.
46. To freeze.

VERTICAL

1. Mythic musician.
2. To begin.
3. To quote.
4. Mexican tree.
5. Musical note.
6. Indicates a duty.
7. A tax.
8. Knock.
9. By.
11. Indian trophy.
12. Point of a spur.
14. Cut grain.
15. Odor.
16. Whole.
18. Rate of motion.
19. Snake.
21. Article of bedding.

22. Slanting.
24. To gyrate.
25. Lays up for a rainy day.
26. To inflict.
27. A clinched pin.
28. Office help.
29. That which a street car runs on
30. Power to restrain.
31. To adjust.
32. To move gently.
33. Airtight fodder pit.
35. Completely
36. The Turkish Court.
38. Trunk of a tree.
39. A kind of sailing vessel.
41. Did meet.
42. Sea Eagle.
43. Branch office (Abr.).
44. To proceed.

Answers to Puzzle will be found on another page of this issue.

Rustproof House

The first copper house in the United States is now under construction in New York State, near Rome. It consists of a steel skeleton with outer walls, ceilings, water lines, radiators, garage doors, etc., of copper. It is expected to be fireproof and rustproof.

First U. S. Railroad

The first tramway, or form of railroad, to be built in the United States was in Quincy, Mass. Over its crude two miles of trackage stone was carried for the construction of the Bunker Hill Monument.

U. S. Chemicals

The United States chemical industries represented an investment of $2,000,000,000 in 1914 and $10,000,000,000 in 1933.

Nobel Literature Prizes

Contrary to rules made by most endowed literature prize committees, the Nobel Literature annual prize is awarded for excellence in writing many works, and not for the outstanding composition of the recipient.

Watery Oatmeal

A dish of oatmeal, when properly prepared, will yield, upon chemical analysis, about 85 per cent water.

London

The original City of London occupies less than a square mile, but modern London covers 120 square miles.

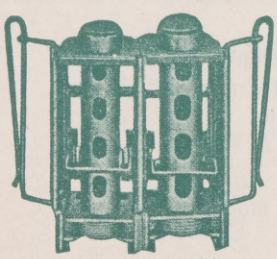
Holidays

Illinois and Louisiana have the largest number of regular legal holidays. Each has ten established legal holidays—and election days in addition.

Uncle Sam, Printer

Twenty-eight million yards of sewing thread and 12,000,000 yards of stitching wire are used annually by Uncle Sam's Printing Department.

The world's longest "straight-away" is the 300-mile stretch of track, without a curve, on the Trans-Australian Railway.

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a
JOHNSON UNIVERSAL CHANGER

Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.
IMPOSSIBLE TO MAKE A MISTAKE
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By L. P. DAHL

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C.C.C. Set-Up Announced by Forest Service

California will have a total of 166 C.C.C. camps for the fourth enrollment period of October, 1934, to April, 1935, according to the word just received by U. S. Regional Forester S. B. Show from Robert Fechner, Director of E.C.W., Washington, D.C. This total includes 24 drought relief C.C.C. camps assigned to this State and almost equals the number during the first enrollment period beginning in May, 1933. California's total quotas of C.C.C. camps for the four enrollments exceeds those for any other State.

One hundred three camps will be located on the national forests, 28 on private land in 19 counties under the direction of the State Division of Forestry, and the balance on national and state parks. Inspections are now being made by Army authorities of proposed new camp sites which will be ready for occupancy by October 1. It is expected that most of the C.C.C. companies will reoccupy camps used last winter and that of the total quota less than 20 per cent will be new locations.

The same administrative set-up will again govern the Emergency Conservation Work inaugurated by President Roosevelt last year. The Department of Labor will select eligibles for the C.C.C., the Army will have charge of the mobilization, transportation, feeding, pay, and general care of the men, and the Departments of Agriculture and Interior, through the Forest Service and the National Park Service, will plan and supervise the work.

Although the C.C.C. accomplished a great amount of useful and necessary work during its first year, this is not, according to Chief Forester F. A. Silcox, as important as the social side of this great youth movement. That the general public is aware of the value of the C.C.C. as a benefit to unemployed boys is evidenced by the opinions expressed in several hundred letters from persons representing 15 vocations, professions and organizations in California who believed that the moral and spiritual rehabilitation of the boys is equal in value to the protection and improvement of forest resources.

* * *

It is all right to be a yes man if the boss you yes is a know man.—Florida Times-Union.

* * *

New York on the Move

The retail center of Manhattan has made four moves in 55 years; in 1885, in 1900, in 1915, and another change has been in progress during the last few years.

* * *

Air Conditioning for Cars

Air conditioning for automobiles may be one of the next innovations in the motoring world. An American manufacturer has been demonstrating a unit to motorcar manufacturers.

* * *

Niagara's Power

The power plants generating electricity from the Niagara Falls section furnish light for 500 cities.

* * *

Fireproof Paper

Paper which resists fire has been invented. It is made from cellulose fibers which have been chemically treated.

* * *

Foreign Signers

Eight of the 57 signers of the Declaration of Independence were born in a foreign country; one was born in Wales, two in Scotland, two in England, and three in Ireland.

* * *

White House Note

It takes three men three weeks, working eight hours a day, to clean and polish the chandeliers on the first floor of the White House, and it costs $400 to clean the woodwork in the East Room.

Oldest Clock

The oldest known mechanical clock was presented to Emperor Frederick II by the Sultan of Egypt in 1232. In addition to the time, it indicated the day of the week.

"Girl" in the Bible

The word "girl" appears but once in the Bible.

Longest Bible Verse

Esther 8: 9 is the Bible's longest verse.

"U. S. 30"

The Lincoln Highway is 3300 miles long and crosses eleven states. It connects Atlantic City and Astoria, Oregon.

It Floats

Floating soap gets that way by having air beaten into it until it is sufficiently aerated.

Expensive Paint Job

California spent $163,000 last year in painting traffic stripes on 3500 miles of roadway.

Salt

More than 8,000,000 tons of salt are produced annually in the United States.

Longest Aqueduct

The longest aqueduct in the world is the Pugliese. It is 1175 miles long and serves 536 Italian towns.

Barnum

P. T. Barnum's full name was Phineus Taylor Barnum. He edited a newspaper in Danbury, Conn., before going into the show business in New York.

Venus of Milo

The original statue of Venus of Milo is a trifle over 6 feet 3 inches tall.

Ancient Process

The manufacture of bronze dates from about 3000 B. C.

New York Mayors

Since England took over the town of New York from the Dutch, in 1665, the city has had an even 100 mayors.

First Mayor

Duane Street in New York is named after James Duane, the first Mayor of that city after the United States won its independence from England.

A Good Sign

The four largest universities in Chicago report a slight increase in enrollments this year over last.

The Hoosier Poet

James Whitcomb Riley did some writing under the name of Benjamin F. Johnson.

U. S. Printing Office

The type set in the United States Printing Office each year would print an eight-column newspaper of 750,000 pages, or 612 encyclopedic volumes with 1000 pages in each good.

Golden Glass

The beautiful shades of red in expensive glassware is obtained by adding small quantities of gold to the silica.

The A. P.

The Associated Press controls 225,000 miles of leased wire and serves 1200 morning and evening papers.

Pacific Ocean

The Pacific Ocean covers more than twice the area of the Atlantic Ocean, and the Atlantic is not much larger than the Indian Ocean.

EMPLOYES' EXCHANGE COLUMN

FOR RENT—Sunny room in modern home; phone; reasonable; garage space. Conductor Chas. Woodfield, 1674 25th Ave, OVerland 0193.

FOR RENT — A nice, clean, sunny room, close to 28th Street carhouse; rent reasonable. Conductor G. West, 719 San Jose Avenue, MIssion 2123.

FOR SALE — Remington automatic shotgun, 12 gauge, new condition, with canvas case; $30. Conductor Fred F. Church, 178 Foote Avenue, DElaware 6882.

FOR SALE OR TRADE — Wicker baby carriage in good condition, or will trade for go-cart. Write Box 100, Inside Track.

Except When You Want One

Youll find them on the mantelpiece,
You'll find 'em on the floor,
You'll find 'em on the rocking chair
And underneath the door.

You'll find 'em in the kitchen,
Out where the sink begins,
You'll find 'em almost everywhere—
What? Lots and lots of pins!

—Pathfinder.

Answer to Puzzle

O	B	S	C	U	R	E	■	S	T	R	A	Y
R	■	T	I	L	E	■	S	H	O	O	T	■
P	R	A	T	E	■	S	C	A	L	D	■	T
H	E	R	E	■	S	M	A	L	L	■	V	O
E	A	T	■	S	P	E	L	L	■	B	I	T
U	P	■	W	H	E	L	P	■	S	E	P	A
S	■	W	H	E	E	L	■	R	A	V	E	L
■	C	R	I	E	D	■	R	I	V	E	R	■
A	L	E	R	T	■	G	A	V	E	L	■	S
D	E	A	L	■	F	L	I	E	S	■	P	I
A	R	K	■	B	U	I	L	T	■	B	O	L
P	K	■	M	O	L	D	S	■	E	R	R	O
T	■	B	E	L	L	E	■	G	R	I	T	■
■	M	O	N	E	Y	■	C	O	N	G	E	A

During the trial of a celebrated will case an Irishman was the principal witness.

"Was the deceased," asked the lawyer, "in the habit of talking to himself when alone?"

"I don't know," was the reply.

"Come, come, you don't know, and yet you were intimately acquainted with him?"

"Yes," said the witness slowly, "that's so, but you see I never happened to be with him when he was alone."

There's nothing strange in the fact that the modern girl is a live wire. She carries practically no insulation.

One morning the parcel post carrier had a package for a Mrs. Goldstein, who lives in the outskirts of Brooklyn. He blew his whistle several times and yelled the name of Goldstein ditto, before a voice from the top floor answered, "Yaas?"

"A package for Mrs. Goldstein," he said. "Will you please come down and sign for it?"

"Wot kinda peckage?" the voice asked.

"A large one," replied the postman.

"From who comes it?" she wanted to know next.

"From a Mr. Stein," yelled the postman.

"From whur?" persisted the lady.

"From California," he told her in resigned accents. "Will you please come down and sign for it?"

"Wot's in de peckage?" she asked.

"I can't tell you, madam," the postman hollered. "I don't know."

"You ken't tell me what's in de peckage?" she repeated in surprise.

"No, madam," he answered, losing all that was left of his temper, "I can't."

There was a pause.

"Vell," she finally said, "you'll hev to come back tomorrow. Mrs. Goldstein ain't home."

A Gray Day

I love a day upon the bay,
When all is gray;
When sky and sea, in harmony,
Seem one to me!

Along the shore, tall chimneys pour
Their ebon store;
Far up the stream, puffs snowy gleam
Of freighter's steam;

In silhouette, the hills are set,
As carved in jet;
So strangely clear the atmosphere,
Far things are near;

Through breezeless skies, the sea-gull flies,
With plaintive cries;
On silent keel, swift ferries steal
Wraith-like, unreal;

And over all, in restful pall,
Eve's shadows fall;
Oh, perfect day, upon the bay,
When all is gray!

CHARLES F. CRAIG.

(*San Francisco Life, February,* 1934)

Nws-IT-Vol 13_No 8_Aug-1934

TWO SWIM POOLS—

FLEISHHACKER—LINE 12

SUTRO—LINE 2